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 LONDON, MONDAY, OCTOBER 5.

MINING THE NORTH SEA

THAT the British navy has determined to protect itself by mining the North Sea is welcome news. The British navy losses have been caused by mines almost entirely, while the losses inflicted on their enemies have been by gun-fire. The German navy apparently intended to remain in the Kiel Canal, feeling sure it could inflict serious injury on the British navy without the risk of a fight in the open. There would be no doubt of the result of a fight between the two navies in the open sea, but the German navy chooses another method, and while the method is not the method Britain would adopt, the admiralty has no choice. Blowing up ships by mines requires no skill or courage, but it is a style of warfare which, if adopted by Germany, compels Great Britain, in self-defence to adopt it. If the German navy, having decided to bottle itself up in the Kiel Canal, is kept there until Great Britain chooses to let it out, the great hand battle can be fought out. The armies of the allies can be transported with comparative safety to Europe, and the German army machine in time sufficiently disabled to cause Germany to accept such terms as Great Britain deems just.

Great Britain has already given Germany ample time to try conclusions on the sea, but Germany has decided to remain where it is, and it remains for the British navy to make it sure that Germany will do so. The mining of the North Sea by Britain is an act of defence.

THE ANTWERP AFFAIR.

THE German attack on Antwerp is capable of various interpretations. That a naval base is sought against Great Britain is not very likely, as that would mean the impending violation of Holland's neutrality. As Germany has all along been scrupulous about Dutch Limburg, so she is not likely just yet to be interfering with Zealand, which lies across the mouth of Antwerp's River, the Scheldt.

The question is rather whether the advance against Antwerp is an offensive or a defensive move. The Germans may be preparing to retreat from France, and would naturally seek to safeguard their flank from the Belgian army. Or the lines of communication through Belgium need to be fully secured.

But it seems just as probable that needing reinforcements for a forward movement in France, the Germans have decided to take Antwerp at whatever cost and capture or drive into Holland the Belgian fleet for a time. A very large number of soldiers would then be released for strengthening the front on the Somme and Aisne.

We may say, indeed, that the taking of Antwerp would serve either defensive or offensive purposes, as the German need may turn out to be. It is greatly to be hoped that the Belgians may hold their ground, and as at Liege, give the allies plenty of time, for their turning movement. A repulse from Antwerp may be the ruin of the Germans. They have staked much on the conquest of this city.

WAR'S ADDED HORRORS.

THE added horrors of war become apparent when we read the first two verses of Campbell's familiar poem, "The Soldier's Dream":

Our bugles sang truce—for the night-cloud had lowered,
 And the sentinel stars set their watch in the sky;
 And thousands had sunk on the ground overpowered,
 The weary to sleep, and the wounded to die—

When reposing that night on my pallet of straw,
 By the wolf-scarred faggot that guarded the slain,
 In the dead of the night a sweet vision I saw,
 And thrice ere the morning I dream'd it again.

The soldiers in the battle now raging with such murderous fury can scarcely imagine the luxury of dreams. We are told that the artillery continues its work by night as well as by day, and charges may be met at any moment. Sleep under such circumstances must either be a very wakeful sleep or else the sleep of exhaustion. The bugles cannot sing truce when night comes on. "There is no truce when the warfare is incessant." "The sentinel stars" are not aside by the searchlight. "The wolf-scarred faggot that guarded the slain" must be put out. Its light would only reveal to the sleepless enemy where to aim. And there are no "pallets of straw" in the wet trenches of this atrocious battlefield.

The tomahawk and scalping knife of the savage are merciful and comparatively harmless weapons compared with the murderous siege guns and other inventions of modern warfare. The wonder is that any armies of men, no matter how large, can so long endure and live under such adverse conditions. Already it has lasted longer, with more

men engaged, and doubtless with more killed and wounded, than any battle in the history of this war-disgraced world.

A RACE WAR.

WAS there ever a war before in which such bitter national antagonism developed? It was the truculent arrogance of one nation and the thirst for revenge of another that made the war in the first place. And now, race hatred is fanned, in turn, by the war, to a white heat.

In Napoleonic times the German and the Spaniard hated as much Napoleon as the French. This war has seen first the Kaiser and then the German soldiery arraigned by their enemies. Never, perhaps in history did one of responsibility and genius issue a declaration like that of Maurice Maeterlinck the other day. It was an impassioned call for vengeance to the uttermost jot and tittle upon the whole German people, all of whom he says he holds guilty. Approve we hardly can, but we understand the feelings of the great Belgian.

FIGHTING FOR FREEDOM.

THE word "freedom" is a remark often heard. It is true that within the nineteenth century and that part of the twentieth century already spent, steam and electricity have been very powerful agents in making the world one. We do not realize that in the beginning of the nineteenth century there were steam engines on neither sea nor land, and that electricity is a comparatively recent discovery. The large number of vessels seized since the war began would have been sailing vessels much less than a hundred years ago, and in carrying capacity would have been very much less. Steam and electricity have done much for the progress of the world, and Great Britain, being the greatest power on sea in the world, has correspondingly grown as a world power. Germany recently began to realize that Great Britain, by means of her power on the sea, was able to hold together its vast foreign trade.

Twenty-five years ago Germany's navy was small. She has been enlarging it year by year, until its size became a menace. Great Britain began to realize that Germany meant no good to her. The policy of the British admiralty was to maintain British supremacy on the sea, and it has been well for the world that British statesmen took the position they did. But for the power of the British navy and the protection it affords to the nations of the world, Germany would have been able to dominate the world. Freedom would be dead in Europe. The result of the fighting between the allied armies, supported by the British navy, and Germany will ultimately bring freedom to the German people and to Europe, and all the nations of Europe can thankfully say:

"Shine! shine forever, glorious flame! Divinest gift of gods to men! Take freedom, take thy radiant round! When dimmed revive, when lost return! Till not a shrine through earth be found On which thy glories shall not burn."

MEET THE WAR.

IN THUS days, as the battle drags on behind the curtain, seemingly to no end, though, we trust, to ultimate victory, there are two temptations to the anxious public. One is to try to forget all about the troubles, to bury an ostrich head in the sand. The other is to dissolve in pity and lamentations for the stricken, or in vapouring tirades against war and its devilry.

Every Briton's business, however, is as Kipling's poem puts it, to "stand up and meet the war," to sacrifice and have patience. There are a dozen ways in which to meet the war, so many of them having been often pointed out, it is not very useful to be specific. But to try to banish the war from thought as a bad dream, to pretend that it has nothing to do with you, or to pile over its evils, is not to meet the war.

Every day's events prove that every ounce of muscle in the allied armies is going to be demanded to crush the pan-German machine. We have to take a still better brace and grab the rope tighter in the tug-of-war that has only begun. All the help!

EDITORIAL NOTES.
 Germany is a mad dog, mad with race pride.
 Dr. Cook announces that he will again go to the North Pole. The "again" is his.
 Much of the anxiety would be relieved, if the war standing each day could be given in some sort of box-score.

The Kaiser is appealing against certain alleged violations of the Hague code. But are not these mere "scraps of paper?"
 The Fuzzy-Wuzzies, seventy thousand strong, are on French soil. The German will hear some strange battle cries during this war.

Some great painter could make the world remember forever by painting the figure of a boy with his handless arms held up to Heaven.

There was more excitement over the first few men killed in the war than there has been in the last month over the slaughter of thousands.

A Czar has been changing many names, but we would not care to mention the one he has chosen for the Kaiser, even if we knew it.

Japan should be very careful about causing breaches of neutrality by using Chinese territory as a base in order to defeat the Prussians.

The personal Kitchener has withdrawn from this war. We never hear

a word about him. It's in his strong contrast to some of his imitators.

About this time, we are inclined to believe that Johnny Canuck is not filled with valor as reports would have us believe, but completely conquered by sea-sickness.

The Frenchman of today is regarded generally as a somewhat effeminate person. But he has proven himself more than a match for the more stolid German.

Lord Aylmer has suggested that German prisoners taken in the war should be sent to Canada and encouraged to settle here. We believe that Canada could make good citizens of them.

Canada must soon prepare to send another detachment of troops to the front. There are plenty of Canadian-born citizens ready to enlist. The sooner preparations are under way the better.

For those who hold stock in armament factories the war should be a delight. And, sad to tell, there are men of all nations sharing the profits that come from the making of guns for the slaughter of their own countrymen.

Talking about atrocities in Belgium, was it not a former king of the Belgians who was accused of similar atrocities in the Congo?—A local contemporary.

Does this newspaper blame the Belgian people for the mad acts of a tyrant, or suggest that the present horrors are just retribution?

Little is heard of Emperor Franz-Joseph during the present war. If he was dying at the prospect of it, surely he must have succumbed to the disaster that followed for his nation. He is a king who has done much to demonstrate his kindness to his people, and it is quite possible that he is more sinned against than sinning. At any rate, he has had but transient glories in his reign. His crown seems to be continually banging on his head. "I have been spared nothing," he has asserted after fate has dealt him blow after blow.

Voice of the People

WHAT IS WRONG WITH THE GARBAGE SYSTEM?

[By An Ex-Garbage Man.]

To the Editor of The Advertiser: The household would tell you that it is not only a question of expense but that his can is not emptied as often as it should be. As an ex-garbage man it is that side of the question with which I mean to deal. High finance is not in my line.

Well, of course, the garbage man is blamed for the uncollected cans. But is it his fault? How often, how very often do you hear the lady who comes to the door remark: "Oh! another new garbage man. You will find the can under the steps." After a voyage of discovery the can is found. That brings me to the two points I wish to make.

The first is, instead of people putting their cans in a conspicuous place, they appear to hide them. Under steps, in coal sheds and in the houses themselves they are to be found. This is easily remedied. Place your can where it is easily found.

The second point is that there are always new men on the job. This is too well known. There is no need for proof. Always new men who don't know the routes. How is it that the garbage department is the only public works department that does not keep its men? In the past the men have had three masters. It is written that a man cannot serve two, so that the difficulty of serving three is easily understood. On the streets Supt. Dodd is in control. I believe every man will agree that he is just. If he fired a man there was a good reason for it. Then Contractor Boss hired and fired us, but in the spring handed over the task to W. Bibbins, stableman. Being new to authority he found pleasure in using it generally to fire men he disliked and put his pet lambs in their places. He fired the writer of this letter and put his brother in my place and you think that I am situated by personal feeling against him. But that is not so. It never pays a workman to rush into print. It will mean that I lose all chance of being employed on city work again; that I may be hounded out of London. A man does not take these risks with only spite as an object, but for the sake of my fellow-workmen I will show up and not shut up about this matter.

The reasons Bibbins gave for getting rid of me were so trivial as not to be worth wasting time upon. But has he not put his brother in my place? Surely a very good reason. On September 28 one city garbage wagon had one man only and another managed to pick up a man for half a day only. Is the city being charged for one man on these occasions, I wonder? And it is not the first or second time this has happened under the wholesale firing method of Bibbins. That afternoon every day two men who ought to be doing their work for the city are cleaning out stables for this man who is paid to do it. I am prepared to prove these things to the board of control at any time should they wish to hear me.

When the city takes over full control from Contractor Boss they should let either Supt. Dodd do the firing and hiring business or place a thoroughly good man over the stables whose aim would be to keep the men. It cuts both ways. A man who knows the round does not miss the cans and also collects far more quickly than one who has to go into places quite strange to him. I would also suggest that the working day 6 a.m. to 8 p.m. is excessively long. Other city employees work from 7 a.m. to 5 p.m., two hours less per day. Could not the difference be split and the men be at the stables at 6:30, clean and harness their horses and out at 7 a.m. and be in the barn again at 5 p.m., unharnessed and clean their horses and be out at 5:30? That would still give the city nine hours on the streets. A man can get very wet indeed in nine hours when it rains. I believe that if the men hustled a bit, as I am sure they would, quite as much work could be done, adding nothing to the expense of the system. If the people know the bad conditions under which the garbage man works I believe they will see to it that he is treated more fairly than he has been. For my own part I have always been treated with the greatest kindness by the people from whom I have collected. E. C. EDDINGTON, 549 Elizabeth street, London, Ont.

Germany and Its War Preparations

[By Sir James Yoxall, M.P.]

Travelling about Germany last September, I everywhere noticed one significant thing. One sees what one looks for only as a rule, and this was a thing I did not look for, but it forced itself into notice. I was looking for forests, ancient towns, old churches, and I saw them; but also I could not but see that everywhere the railway trucks and vans and luggage trains were empty, or nearly so. I noticed this at Aachen, at Treves, at Metz, and Strasbourg, in the Elbe, the Moselle region, Luxembourg, and Alsace; I noticed it at Karlsruhe, at Stuttgart, at Nuremberg, and elsewhere in Bavaria, in the Odenwald, and at Heidelberg, and at all the big towns upon the Rhine. The Main had hardly a raft of timber upon it, and the Rhine only two or three. And I said to myself, "A year of bad trade was much merchandise or even raw material visible in transit upon the rail and water roads. When I read at Christmas that there were 90,000 trade unionists unemployed in Berlin alone I was not surprised, therefore; when this spring I heard of German financial tightness and impending crashes I was prepared to believe that these prophecies would come true."

Jerry-Built Luxury.

Yet everywhere in Germany—for years past I have noticed it—the signs patent to the eye; and it was with no surprise that I learned from an especially well-informed German four months ago that "practically everybody in the middle and upper classes in Prussia is living above his means." Out of commerce and manufactures artificially built up by means of protection, bounties, cartels and dangerous banking, certain classes of Germans have raised large incomes for years past, but they have spent them lavishly, and the country trembled on the verge of a commercial and monetary collapse at the very time when the Kaiser was planning immense wars.

It has long been no secret that banks in Germany have advanced hundreds of millions of capital upon the mere security of the brick and mortar of factories, as well as the commercial credit of prospective orders; and the terrible question for Germany now is how the interest on these large advances is to be paid—or if not paid, how the capital which they represent is to be recovered. The buildings of a big boot factory, for example, may have been a perfectly ordinary sort of building, but the money which built them so long as the factory was busily and completely at work; but how when it stops, as it must, and where the loan of labor or of raw material and orders? The commonality of Germany have been thrifty, setting aside small sums which in the aggregate amount to many thousands of millions of marks. In what has the money been invested? And how can it now be realized and made concrete in coin, whether to finance the war with, or to feed and sustain the nation?

As for "the upper classes," they are known to have lived lavishly and often recklessly, and during the past few years the night side of Berlin has become more dissolute and fantastically evil than even the night side of Paris ever was.

Yet all the time the most costly and elaborate preparations for war-making have gone on, particularly near the Belgian frontier. The Elbe, a region of dead volcanoes, is the district of Germany nearest to Liege. Ten years ago the railways through the Elbe were single lines, then slowly wound in and out of almost unpeopled valleys, from small old town to small old town. Last year I found that these railways, running from Aachen down to Malmédy, and skirting the Belgian frontier, had been doubled, and in places quadrupled, in a way that evidently the commercial traffic did not justify or explain. At Malmédy there is or was then one boot factory; at Gerolstein (where within a mile of the railway station my son and I roused a wild stag in the forest) there is a mineral water works, and that all. Yet the sidings at Gerolstein are big enough for the traffic of a good-sized, busy English manufacturing town. Five miles from Malmédy, a little short of three miles from the Belgian frontier, there is at the still smaller place called Eisenborn a great military manoeuvre ground, with barracks for an army corps, and from thence through Malmédy to the actual frontier a line of railway has been made. A famous English war correspondent watched this line for days during the Agadir crisis, expecting to see German troops enter Belgium there and then, as they did the other day.

The finest buildings in Germany now are the vast new railway stations that have been put up during the past few years. Except in the greatest cities these are out of proportion to the traffic, and the sidings are enormous in extent. I think of the sidings at Nuremberg, which are the most extensive I ever saw, and I remember them as they were a year ago, almost silent of traffic, endless lines of trucks and vans all empty, waiting, waiting, for men in uniform to entrain. There was nothing of this in Belgium, however. To arrive at Verviers, for instance, from Cologne last September, was to find every Belgian truck and van almost bulging with merchandise or raw material, and to notice that sidings and trucks and vans were obviously too few for the traffic.

Poorly Paid Brains.

In Science Progress, the quarterly journal edited by Sir Ronald Ross, it is stated that there is a movement on foot to form a union of the junior members of university staffs—demonstrators, research workers, and lecturers—below the rank of professor—with the object of improving the material conditions of their employment.

Your Liver is Clogged up

That's Why You're Tired—Out of Sorts—Have No Appetite.

CARTER'S LITTLE LIVER PILLS will put you right in a few days. They do their duty. Cure Constipation, Biliousness, Indigestion, and Sick Headache. SMALL PILL. SMALL DOSE. SMALL PRICE. GENUINE must bear signature.

Wm. Wood

PLOWING

(To the Boss.)

"When the horses start, let the plow dig in, and then go straight ahead. That's all. It's quite easy."—The farmer's advice to his hired man.

When quite a youth I read Virgilian lays And really thought his "Eclogues" rather fine. Which planted in my heart for future days.

A love of woods and fields and lowing kine; So when at length I reached Canadian soil.

I thought to spend a few eventful days And wrest by hard and unremitting toil The secret of the farmer's works and ways.

The harvest in and fall quite near at hand, The time had come—at least, that's really how I looked at it—when I should till the land.

That is in proper words, attempt to plow.

"Tomorrow, if the weather is not wet. And after we have fixed the damaged mow.

We'll go into the field, and then, you bet, Young man, I think you'll have to learn to plow."

The plow went in, and out it came again. And then the horses gave a mighty swerve.

I looked around, and there was marked quite plain Upon the ground a geometric curve! And then the damned thing struck a hidden rock!

From that infernal, unexpected shock! I hate defeat—so I essayed once more.

The plow digs in, my arduous way I wend, Zigzagging up and down and in and out.

Till finally I reach the other end. When turning I survey the traversed route—

I mean the mark I've made across the field. The first lone furrow I have ever plowed.

'Tis awful! Practice, though, will no doubt yield. Perfection, if I try. Thus, I have vowed!

—ERIC ROSS GOULDING.

"Mr. Max Goechen is an enterprising publisher, and 'Crab Apple' is not exactly an ordinary sort of book," says a New Statesman reviewer. "Take this from the first dialogue of all: 'I was a foolish schoolgirl. I was enthusiastic about him because he was a hero.'"

"He wore on his watch-guard the tooth of a shark caught from his yacht on his journey round the world; and he was the first to plunge a big knife into the back, which was lashing horribly with its tail."

"He also had a fine tiger skin, and had shot the tiger himself in the jungle, then taken a gold cigarette case, the gift of a friend whose life he had saved, at the risk of his own, at a time."

"Well before long there was nothing left of my hero except the shark's tooth, the tiger skin, and the cigarette case."

MUCH PAIN FROM KIDNEY DISEASE

Doctored in Vain Until Dr. Chase's Kidney-Liver Pills Were Used.

Kidney derangements are often associated with disorders of the liver and bowels, and under these conditions ordinary kidney medicines usually fail to effect cure. It is because of their unique, curative action on the liver, kidneys and bowels that Dr. Chase's Kidney-Liver Pills are so generally successful, even in the most complicated cases.

Mr. Emanuel Bernard, farmer, St. Paul's Kent County, N.B., writes: "About eighteen years ago my wife was bad with kidney disease, and suffered greatly from headaches, pains in bowels and stomach, and her heart was affected. For a year she was treated by her doctor, with no apparent benefit. She then used five boxes of Dr. Chase's Kidney-Liver Pills with most satisfactory results. This gave us such a good opinion of Dr. Chase's Kidney-Liver Pills that we always keep them in the house to be used for all derangements of the kidneys, liver and bowels." Dr. Chase's Kidney-Liver Pills, 25c a box, 5 for \$1.00, all dealers, or Edmondson, Bates & Co., Limited, Toronto.

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Who Reads Them?

"Who reads factory reports?" asks Mr. L. G. Chiozza Money in the British Weekly. "A large proportion of members of parliament, even, who have the right to claim copies free, gratis, and for nothing, never look at them. A few journalists look at them, having been told by the sub-editor to give four or six inches, as the case may be, which four or six inches are inconspicuously cut down to one or two."

"I confess that I have no patience with the treatment of such documents by the public press. The factory reports are full of matter of the most interesting sort, but it is the tradition of editors to regard them as dull and uninteresting. Consequently, what is really splendid 'copy' is foolishly chucked into the waste-paper basket."

"If the House of Commons were organized on some rational plan the publication of the report of the chief inspector of factories would be one of the events of the year," says the Nation. "Here is a document that provides a survey of the conditions under which some seven millions of people earn their living, or help to earn a living for other people."

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