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London, Ont., Friday, Feb. 24.

Murdoch's Big Job.

MINISTER OF LABOR, JAMES MURDOCK, if judged by recent utterances, is not in favor of unemployment insurance. He places himself on record as favoring "employment insurance," probably on the ground that if a position of industrial prosperity is brought about there will be no need for unemployment insurance.

Canada should not need unemployment insurance. We are a small people numerically, living in a wonderful country that is big enough and rich enough to provide a living for all the people who are here and for millions more.

Unfortunately, we have had seasons of unemployment in various lines of work in Canada, and in recent years they are becoming of more marked severity in the larger industrial centres.

If Minister of Labor Murdoch can show the way out, all power to him. If he can even make an improvement he will have done much.

Take a concrete case, for example. A factory becomes busy by reason of certain orders it has received. It puts up the sign "Men Wanted" at its employment office, or in some other way spreads the information that men can secure employment. These men come and go to work. As long as there are orders to keep them busy they are on the payroll, and there is no need for outside assistance to be extended to them in any shape. But, for the most part, they cannot save—the cost of living, taxes or rent, clothing and schooling for children, make it out of the question to lay much aside.

What then? As soon as the orders at the factory are filled the place becomes slack. In many cases manufacturers keep these men on making up stock, in anticipation of other orders, but there is a limit to which they can go in this way, determined by their financial strength and the probable future demands of the markets for the output of their plant.

When this goes on for a while it is necessary to lay men off. It is one of the most unpleasant things a firm has to do, but there is no other way out.

The man laid off is probably one of the men receiving the same treatment, for it will generally be found that most industries are busy or slack together. Of course, there are exceptions, but these exceptions simply prove, rather than disprove, the rule.

When this thing has taken place in a number of cases we have the situation we are facing and have been facing for the past year or so.

Then, again, Canada, in common with other countries, has its share of seasonal occupations, principally in the building trades, for which winter work is generally scarce, if to be had at all. If a man has to make enough in nine months to keep his family for a year it stands to reason that his rate of pay must be reckoned on that basis, otherwise he is going to be asking for assistance between seasons.

We doubt very much if the solution of Canada's problem of unemployment is going to be solved through the intensified development of our industrial life. The industrial centres of all nations are subject to times of depression, and it is in the industrial centres of Canada today that the greatest appropriations have to be made for the assistance of those who are out of work and have nothing in reserve.

JAMES MURDOCK has seen enough of life to know the problem of the common people, and also to realize that the solution of their problem is, in a large sense, the solution of the happiness of the nation.

The settlement of industrial disputes is a big matter, but it takes second place to an honest attempt to grapple with the situation of the man who really wants to go to work but can find nothing to do.

Starting a Paper.

A FEW DAYS ago the Detroit News abandoned its morning paper. Detroit is a large city, backed by a good district, and yet this morning paper, well edited and conducted, could not survive, and Detroit now has just one morning paper.

Newspaper costs are not apparent on the surface, nor does the public have any real conception of the effort required to put a new paper across.

Rumors have been put in circulation at various times of a new paper in Hamilton, Ottawa, Brockville and Brantford. The trouble has invariably been that those who enter the field never figure far enough ahead.

Nearly every new paper that is thought of now is put in the field to serve some particular purpose or sharpen some set of axes.

As a medium for propaganda it is not possible for a newspaper to succeed financially. Its only chance for success—if success it can be called—is that those who wish to have certain selfish interests served, keep on putting up enough money to make good the sag between receipts and expenses. The average reader does not like to be continually bombarded with propaganda. He likes to have a paper recognize the fact that he

has a certain capacity for doing his own thinking, and drawing his own conclusions.

Then, too, a new paper must figure on the fact that it must be prepared financially to stay in the field from two to four years before it can be demonstrated whether the venture will be a paying one or just another order for an additional tombstone in the newspaper graveyard, which is fairly well crowded already.

Good Health.

IT MIGHT be well for men, women and children to pay a little more attention to the advice and warning of recognized doctors regarding the care that people should take of themselves at this season of the year.

Changing weather means varying atmospheres; means a temptation to leave off wraps and rubbers. Many a person imagines that all health talks are meant for others—that they are immune and cannot be caught.

Others are certain that every germ in the district is following them, waiting for a chance to strike.

In between these two there must be a place for the rational man or woman who knows that he or she is blessed with good health, and also realizes that a certain amount of common sense is necessary to retain that great asset.

A Real Sinkhole.

HON. C. C. BALLANTYNE will not be in the House of Commons this year to throw up a bulwark of bookkeeping for the protection of his pet scheme, the Canadian Merchant Marine, and the chances are that the people will learn the truth about this whole ill-advised business.

Information now available shows that there is an actual operating loss of \$1,761,244 for the calendar year ended December, 1921, while the actual amount the country is set back for the privilege of owning a merchant marine of its own is between eight and nine millions. The gross operating revenue for the year was \$10,916,248, and the gross operating expenses \$11,816,292, or a deficit of \$900,044, to which must be added overhead charges, wharfage, etc., amounting to \$861,300, making the total deficit given above.

Taking the actual investment, however, and making allowance for interest and depreciation, the loss is very much larger. The total investment in the ships at present is over seventy millions, and, assuming that last year it was around sixty-five millions, interest at 5½ per cent, and depreciation at 5 per cent on that sum amounts to \$6,825,000, which, added to the deficit announced on operating, gives a total loss of \$8,586,000. So far as the actual value to-day of the ships is concerned it may be noted that a few days ago ROBERT DOLLAR, the great shipping man, who now conducts a line of steamers out of Vancouver, bought three ships from the United States Shipping Board. Their original cost was \$200 a ton. He paid about \$30 a ton.

Apparently the government ships made a loss on every route except two. On nine voyages on the Australian route they made a profit of \$201,130, and on three voyages on the India route a profit of \$31,643. The loss on the passenger service to the West Indies conducted by the Canadian Fisher and Canadian Forester, which have accommodation for thirty passengers each, and, of course, carry freight as well, was \$256,300.

The King government is not only faced with the problems of government, but also of seeing what can be done to bolster up some of the financial white elephants wished on the taxpayers of Canada by the last government at Ottawa.

LITTLE 'TISERS

Ireland wants its own currency. Quite simple—why not have greenbacks?

It's fine to have some sand in your system, but finer still to have a little on the icy sidewalks.

In looking over the Chatham News a day or so ago we were rejoiced to notice a local butcher offering liver at 10 cents a pound.

The bridge across to Hull, in spite of all Ottawa's beauty spots, remains one of the most attractive promenades around the capital.

After reading several court trials around this country lately, it would appear that as soon as a man puts on some life insurance, a poor rela-

tion should come up at once and hit him with an axe.

The Brantford Expositor, with an eye on the health of its people, advises sulphur and molasses. Keep on taking the mixture until you can shake the sulphur out of your socks and feel the molasses sticking to your hair.

Herolism is a trait of character that may never come to the surface unless called into action by some peculiar circumstance. Here, for instance, is a lumber-jack near Port Arthur, so far nameless. His team of horses, hitched to a load of logs, broke through the ice and plunged into the waters below. Throwing off his heavy coat, this teamster dived for a good fifteen feet in the icy waters and unhooked the chains that fastened the team to the load of logs, and then held up the heads of the horses until help came to rescue them. The case deserves recognition, and it will no doubt be given.

THE JEST.

ELIJAH JOHNSON, sage of a small Alabama town, was trying to make clear in the mind of a friend just what constitutes oratory.

"It's jest like dis," he elucidated. "If you says black am white, dat's foolish. But if you says black AM white, and bellers like a bull and pounds de table with bote yo' fisties, dat am oratory!"

CERTAINLY.

CORPORAL (to rookie, who is clumsily handling gun)—I told you to take a fine sight. Don't you know what a fine sight is?

Rookie—Sure, I know what a fine sight it. A boatload of corporals sinking.

LEGAL QUERIES

A person buying a farm assuming the covenants of deed are reliable is asked in his taxes for overdrains on drainage work constructed anywhere from a year to 15 previous.

Ans.—Are these ever outlawed or uncollectable?

Ans.—No. The clerk of township liable when he neglects to put them on roll?

Ans.—No, but he may be punished for his neglect.

Ans.—Has the new owner any redress on the previous one?

Ans.—No.

Ans.—Can costs of appeal to the judge from court of revision on assessment for local drains be charged to the drain?

Ans.—Yes.

Ans.—Would a bank's minimum interest rate, a dollar on fifty for a month (which I understand is not to be more than 12 per cent) be considered a breach of the usury law?

Ans.—No, if it is not more than 12 per cent a year.

LEARN A WORD EVERY DAY

TODAY'S word is PANDEMONIUM.

It's pronounced — pan-de-mo-ni-um with accent on the third syllable. It means—a wild uproar, noise, tumult, "racket."

It comes from—Greek "pan," all, and "daimon," demon.

It's used like this—"The neighbor's mechanical piano makes a pandemonium on Sunday morning when we wish to sleep."

READ YOUR CHARACTER

(By Dicky Phillips.)

NO. 145—CLOTHING.

How much of man's character can you read by his clothing?

Has a woman's fur coat any significance to you other than the fact that it is a fur coat of probably such-and-such a price?

Of course, it goes without saying that a person who is neat in his or her attire is likely to be neat and orderly in all things. The simplest of mental processes tell us that. But the analysis can be carried a great deal further.

For the most part the significance of the clothing is of the negative kind, but none the less valuable in helping us to arrive at character understanding.

Clothes, for instance, may not prove selfishness, but it can disprove it, for though people who dress luxuriously are not necessarily selfish, yet the selfish people nearly always gratify themselves by dressing well. So if you see a man whom you suspect of being selfish, look at his clothes. If he doesn't put good clothes on his back he's not selfish, though he may be avaricious (there's quite a difference in the meaning of these two words).

Refinement may be clad in threadbare clothing, but that clothing is nearly always well fitting and well brushed. Vivid colors nearly always go with vanity. Conservative, sober clothing is an evidence of prudence. Prudent people don't always dress this way, of course, but those who do usually are prudent.

Carelessness of dress will tell you little. It may be due to so many causes, ranging from sheer laziness to that kind of vigor and interest in big things that regards dress as a mere trifle.

Tomorrow—Swinging Arms.

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COMMON SENSE WAYS TO KEEP WELL

You Need a Reserve Supply of Body Fuel—How To Get It

BY DR. R. H. BISHOP.

This man usually have a larger supply of muscle in proportion to weight than fat men. Some variation from the general rule of feeding is necessary.

A good store of body fat is desirable as a reserve fuel supply. Such a reserve keeps the body well nourished and resistant to disease and protects it from bruises and jars.

Thin men can only gain such a reserve supply by taking food in excess of daily needs. Many thin men spend plenty of money and seem to be eating saucers of food yet are often actually undernourished or mal-nourished. The quality of food is often more important than the quantity.

Tables showing what normal men of different ages and heights should weigh may be consulted. Since food is the only source of body substance, an increase in quantity is necessary to gain weight. But the thin man must also

SHIPPING WAR IS THREATENED IN AUSTRALIA

High Wage Demands, High Costs and Trade Slackness Reported.

GOVERNMENT WORRIED

MELBOURNE, Feb. 23.—New wage demands by the seamen, high operating costs on steamers, slackness in interstate trade, and complications due to the Commonwealth navigation act, are affecting Australian coastal shipping. The overseas vessels have been deprived of a source of profit in the tourist trade formerly carried on the Australian coast, while at the same time there is a strong demand for reduced rates on meat and by-products.

It was recently pointed out that the award of Mr. Justice Powers, president of the Commonwealth arbitration court, giving marine stewards on interstate and cargo vessels £15 8s. a month and keep, would cause dissatisfaction among the seamen and other members of the maritime unions, who, while really skilled labor would actually receive less money than the unskilled stewards. The Federated Seamen's Union has now served upon the Commonwealth Steamship Owners' Federation, and the federal government's own line of steamers a demand for increased wages, representing about £1 10s. a week. Certain concessions are also demanded.

Vessels Laid Up.

A number of coastal vessels have been laid up owing to insufficient freight, and the new demands, which will add about £400 a month to the cost of running a steamer of 5,000 tons, may offset the recent improvement in trade conditions. The following are the new monthly rates claimed by the seamen, the present rates being given for comparison: Able seamen—old rate £14, new rate £20; lamp trimmer—£15 and £22; hostess—£25 and £22; trimmer—£14 and £20; greaser and fireman—£16 and £21; ordinary seaman (18 years or over)—£9 5s. and £15 10s.; under 18 years, £8 and £14. A claim is also made for a six-hour day in port, for deck and stokehold hands; two weeks' holidays with victualing allowances for every year of continuous service; and overtime at the rate of 8s. 6d. an hour, as against 2s. 6d. at present. Other concessions are also sought.

These demands come at an interesting stage in one phase of the problem presented by the operation of the navigation act. Tasmania, the island state, is making vigorous protests to the federal government against the clause in the act, which forbids the carriage of passengers and cargo from port to port in the Commonwealth without a license, which will not be granted unless the vessel concerned has complied with the somewhat drastic requirements of the navigation act. None of the big overseas lines running to Australia from Europe and the Far East has been willing to make the costly alterations and otherwise comply with the act. Therefore Australians cannot use these vessels for interstate travel. The effect of this upon Tasmania has caused concern.

Until recently the big overseas liners often called at Tasmania in the apple season, carrying numbers of tourists to and from the island, and taking many thousands of apples on their outward voyage. Tasmania fears the loss of a large part of her profitable tourist traffic, and laments the curtailment of the facilities for placing her apples on the London market. No step, therefore, is being left untaken by her to induce the federal ministry to suspend a portion of the provisions of the act, in order that overseas vessels may continue to call at Hobart or Launceston.

Conflict Develops.

The coastal steamship owners of Australia are raising strong opposition to the plan for a suspension. They point out that they have had to spend £500,000 to comply with the act, and if the profitable Tasmanian tourist traffic is still to be open to the competition of vessels, the owners of which have not spent a pound in compliance with Australian regulations, the local vessels will be penalized and temporary disorganization in interstate trade will become serious.

Faced with this dilemma, the federal government has promised to send its own vessels to Tasmania to load apples, one visiting the island monthly. As Tasmania is said to have 1,000,000 bushels of apples for overseas, this concession has not satisfied. This situation is complicated by the slightness of the margin which lies between the Hughes government and defeat in the House of Representatives, and no minister will desire to offend Tasmanian sentiment.

Simultaneously with this little puzzle, the federal ministry has been listening to the representatives of the pastoral interests, who are urging that reduction be obtained in the present ocean freights for the carriage of meat and by-products to England. With cut rates of freight, it is asserted, the overseas prices for meat would be satisfactory, but immediate action must be taken.

BELL CO. CAPITAL NOW \$50,000,000

MONTREAL, Feb. 23.—Permission to increase the paid-up capital stock of the Bell Telephone Company by \$29,000,000, bringing it up to \$50,000,000, was given the directors by shareholders at their annual meeting today.

VISCOUNT HARCOURT DIES AT OLD LONDON

London, England, Feb. 24.—Viscount Harcourt died here last night, aged 59 years.

Louis Harcourt was born Feb. 1, 1863, the son of Sir William George Granville Venables-Vernon-Harcourt, English statesman. He served at various times as privy councillor and first commissioner of works, and from November, 1910, to May, 1915, was secretary of state for the colonies. In 1905 he was created Baron Nuneham, and was made a viscount in 1917.

Viscount Harcourt was a Liberal in politics.

He was married to Lady Harcourt, daughter of the Earl of Pembroke, in 1891.

He was a member of the House of Commons from 1891 to 1905, and of the House of Lords from 1905 to 1917.

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CONFESSES THEFT OF OWN JEWELS

Freehold, N. J., Feb. 24.—Breaking down under the strain of long hours of questioning, Mrs. Sarah L. Robertson last night confessed, County Constable Charles F. Sexton announced, that she had "famed up" Saturday night's hold-up at her Deal home, following which she reported the loss of jewels worth \$50,000. Immediately after the confession, Mr. Sexton said, a telephone message to a New York hotel resulted in the recovery of all the missing jewels, which were said to be locked up in the hotel safe. Both Mrs. Robertson and John Bailey, the Longbranch youth, alleged to have been employed as the "robber," remained in jail in default of bail.

15 INJURED WHEN FLYER DITCHED

WINNIPEG, Feb. 2.—Fifteen persons were injured, none seriously, when the Continental Limited of the Canadian National Railways from Vancouver left the rails west of Melville, Sask., early today. The injured include nine passengers and six members of the train crew.

The Links That Bind

MALE HELP WANTED FEMALE HELP

BOY WANTED. APPLY COMPETENT WOMAN FOR GENERAL HOUSEWORK. APPLY

Every day more men and women are finding good paying positions through the Help Wanted Columns of The London Advertiser.

Read these ads like a Chinaman, up one column and down the other. Don't miss an ad.

These opportunities are for you. The above little ads brought results yesterday.

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ASTHMA USE RAZ-MAH

NO Smoking—No Spraying—No Suffering Just Swallow a Capsule RAZ-MAH is Guaranteed to restore normal breathing, stop mucus gathering in the bronchial tubes, give long nights of quiet sleep, contains no habit-forming drug. \$1.00 at your druggist's. Trial free at our agencies or write Templetons, 149 King W., Toronto.

for swellings

Swellings usually mean inflamed tissue. Absorbine, Jr. gently rubbed on the swollen part will quickly reduce the inflammation, and the swelling with it.

Though powerful, Absorbine, Jr. is absolutely harmless, and can be used with safety and comfort. It is a dependable antiseptic and germicide. Keep it handy.

\$1.25 a bottle at most druggists. W. F. YOUNG, Inc. 344 St. Paul St., Montreal.

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