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THE LONDON ADVERTISER COMPANY, LIMITED. London, Ont., Monday, July 16.

## HOLLWEG'S RESIGNATION.

THERE is little solace for the Allies in the resignation of the German chancellor, Von Bethmann-Hollweg, and the elevation of the Prussian Michaelis to take his place. It is a victory for the military party in the Teutonic empire, led by the crown prince.

An interview published in a Bavarian newspaper may have helped in bringing about Hollweg's downfall. In that interview he is quoted as saying that Germany's greatest danger was from those persons who expected a victory; the best he could expect from the war was a draw. He also expressed sympathy with the aims of the Socialists and Social-Democrats. The Allied nations may, however, see hope in the freeing of the chancellor from the ties which held him to the Conservative party; provided he uses his freedom to influence the non-official part of the German people.

While the political crisis pending in Germany is said to be the most serious in its recent history, it does not offer excuse for jubilation. It may be a symptom of unrest, which in the long run will cause the overthrow of the Hohenzollerns and their military following, but which has not yet by any means reached that stage. There have been political crises in Germany for more than a year. Hollweg and Tiritz had it out some months ago over the submarine policy, and Tiritz was forced to resign. This was looked upon as a defeat for the exponents of "rightfulness." In a short time unrestricted submarine warfare was resumed, and ever since then there has been a political war between the chancellor and the pro-military party. The resignation of Hollweg can mean only that the military party is once more in the ascendant. The new chancellor is said to be less sympathetic toward the reform policy, and inclined to favor continued rule by the iron hand of Prussia.

All this does not tend to confirm the rumor that the kaiser has abdicated. Although the kaiser and Hollweg are said to have been close personal friends the change in chancellorship does not in any sense harmonize with the idea that the emperor is about to give over the reins to a less powerful ruler. The world must wait a while longer for the end of the Hohenzollerns or for a German revolution to bring an end to the war.

## THE SCANDINAVIANS.

A WRITER recently in the New York Outlook, a woman with a Scandinavian name, makes a plea for Denmark, Norway and Sweden as "what they have done for the Allies." She is not able to record very much. However, we are informed that "all three countries have passed laws making it criminal to break the guarantee to Great Britain respecting export trade," and that "drastic punishments have been meted out to those who have attempted to evade their contracts."

Miss Larsen says that the Scandinavian countries have done great service to the Allies in "keeping open the ways of traffic on land and sea," but she cannot really instance any such offices of Sweden's part, speaks of Danish ships as shut up for a time in harbor, and says that "Norway has been obliged for her own sake to keep up her shipping, which is the bone and sinew of her prosperity." "In return for supplying Norway with coal, England has imposed certain conditions," which are enumerated; "England has the option on all the Norwegian fish that she desires to buy in return for giving coal to the fishing fleet." It is pretty clear from this that the Scandinavians do for Great Britain just what they are compelled to do.

Miss Larsen naively tells of Sweden that being dependent on Germany for coal, it "has been obliged to export a small part of the food so sent to it," at home in return for German coal," and that the ministry at Stockholm felt recently because of the people's growing desire for a trade agreement with Great Britain, "for the import of food and coal from the west," and a "fear that American supplies might be withheld, the discontent breaking out in a demonstration before the Parliament Buildings." This last remark is extremely suggestive of how west to deal with Sweden, and Holland, too. The United States has the power, and is going to use it, of bringing all slippery neutrals to reason. Swedish newspapers are now raging against the Washington policy, and it is true that Sweden has put an embargo on the export of food, but the figures of Swedish trade will be investigated. We have greater reason, perhaps, for looking into the practice of the Dutch merchants and their Government.

## GERMAN HATE FOR BRITAIN.

HATE for the English and Canadians surpasses all other feelings in the minds of Germans, and makes their treatment of prisoners of these nationalities more terribly cruel, more devilish than that accorded any others. The hymn of hate was no mere momentary flash of bitterness on the part of the author, but rather a true expression of the sentiment towards the British which appears to exist generally throughout Germany.

Indications of this fact have been apparent ever since the war began, but the convincing proof is offered in an article printed in an American magazine, in which the story of the capture, imprisonment, escape, recapture and final escape of two Canadians is told in detail. These two were Corp. Edwards of the Princess Pats and Pte. M. C. Simonds of Oxford County, and it is a tale to make the blood run cold with horror of the Hun.

Soon after being taken prisoner and after the intervention of a high German officer had saved them from death at the hands of his soldiers, these two men were informed: "You fellows are lucky. Our orders were to take no Canadian prisoners." Perhaps they were, in that they are still alive, but many times during their captivity it must have seemed to them that death in action would have been preferable. There is no need to enter into all the horrible details of their treatment. It is enough to say that every move which they made which could be construed into a breach of regulations was punished by the cutting down of their already starvation rations, and the infliction of physical torture of one kind or another; every opportunity to beat them or prick them with bayonets was gladly embraced; their sleeping quarters were made as uncomfortable and filthy as possible; all the most repulsive tasks of the camp were given to the "Englishers," males and females, high-born and low-born, of the civil population insulted and abused them whenever possible.

This hatred was emphasized by the better treatment of the French prisoners. These were allowed more liberty of action, were better fed and had all the easy labors of the camps.

What is it, one wonders, that has engendered this hatred for the British among the Teutons? Perhaps the answer is fear. Britain long has stood in Germany's path, a barrier to her world dominion. When the British sprang to the side of France and Belgium at the outset of the war, this fear became more acute. Was the kaiser's long-planned coup to be foiled by this little nation? The armies and the people were ordered to hate, to despise and to wipe out the protector of other nations. As the war progressed and British strength increased, the fear and hate became stronger, and it may be that they are now more bitter than ever before. But it is the fear which is gaining the upper hand, gripping the Teutons, who will soon realize, if they have not begun to do so now, that every cruelty must be paid for in the end. If Britain knew all that has been done to her men taken prisoner, it is to be feared a fearful revenge would be taken.

## ENTRANCE EXAMS.

IT WAS SUGGESTED in the House of Commons the other day, during a debate on civil service questions, that few members of the House would be able, without special preparation, to pass a matriculation examination or even the entrance. It sounds rather ridiculous, but a few moments thought will convince most people that the remark was correct. How many businessmen of this city could pass an entrance exam this week?

Somewhat condescendingly the grown-up congratulates the boy or girl who has passed the entrance; it is very good for the little person, and so on. But a glance at the questions which have to be answered should produce nothing but respect and admiration for the child in the early teens who can gain the necessary number of marks.

London schools have made a really brilliant showing this year, for which both teachers and pupils deserve the greatest credit. Perhaps some credit should be given also to the weather, which was not so hot as it frequently is at the examination season.

The holidays will be thoroughly enjoyed after the hard work, and some sympathy will be felt for the unsuccessful by those who are rejoicing. It is not a disgrace to fail if the effort was made to succeed, and for the consolation of those whose marks did not reach the pass total, it may be pointed out that it is not always the ones who pass exams easily who leave the deepest and most enduring impression on their country's history. There are other trials coming in which they may be the leaders.

## EDITORIAL NOTES.

There is to be a new Grand Trunk station, Oh, no! Not in London, but at St. Catharines.

Benevolent neutrality sounds about as foreign to Mexico as sultry days to the North Pole.

London city hall economy is a new brand which is not expected to prove popular; it is too costly.

The little emperor of China was on the throne just long enough to enter the list of deposed rulers.

Canada is not threatened with meatless days, but many families observe these without any legal compulsion.

A woman has been sentenced to hang at Hartford, Conn., but the sentence is about as far as it is likely to go.

Russia wants it understood that her offensive is not meant to crush Germany. We won't quarrel about motives if the action continues.

Hollweg expects nothing better than a draw, but he is mistaken. The war will have a much better result than that, and eventually Germany will see it in this light.

Luther Burbank announces that he has produced wheat which will grow anywhere in the temperate zone, and will yield much more grain than any hitherto known variety. This is great news, but what a pity it was not used last year.

## Lady Beatty, Portrait By P. A. DeLaszlo M. V. O.



This portrait of Lady Beatty, the wife of the naval commander-in-chief, is an excellent exemplification of the work of Mr. P. A. de Laszlo, who has made a name for himself in the front rank of portrait painters.

## Canada, the Spellbinder

"CANADA THE SPELLBINDER." by Lilian Whiting. J. M. Dent & Sons. Price \$2.00.

Another book on Canada. We are endlessly written up, and there is a grammatical similarity among many of the accounts. Miss Whiting is an American who made a professional rush through the country, and undertakes to serve up with gusto and cash, all in one, some "history," a topography, a guide-book, a puff for Canadian poetry, and most important, pervading all, an advertisement.

It seems that a whiff of advertising blows everywhere in Canada. Anything written by Canadians or for Canadians is liable to take up the faint, "Canada the Spellbinder" has it strong, almost the pretentious, sentimental and inflated style, the loading of adjectives like mad, the English really splendid, and the rest. Outwardly it is a handsome enough piece of printing. The book is published by J. M. Dent & Sons, whose work is always exquisite. The illustrations are numerous, interesting and representative.

The title of the book is not prepossessing. A bit of American, Miss Spellbinder suits the author at least as well as it does Canada. And yet she is evidently quite a learned lady, her pages abounding in quotations from the poets and essayists. There is, however, considerable of what American college students call drool, a tendency to solemn platitudes, or windy ponderosity, with now and then the stilted-awful tone of a spiritualistic seance.

The English really needs correction in some places. On page 21: "That the results that were called into activity for a period of over fifty years, of momentous importance to Canada, by the causes set up by the young Scotsman, matters that would never have happened but for him, is evident to all who study closely the modern history of the Dominion." What can this mean? The author has said to have written a book on "The Drawings." Her obscurity is of a different sort from the "Idiot" who informs us, with finger up, that the late Professor William James "had the unimagined power of spiritual divination." How is that for a writer?

Browning? "Canada felt she had no potential voice in the administration of her own affairs." "Potential" is a misprint. Page 24: "Almost every large city is adorned with a statue of Sir John Macdonald." The writer never wastes time or words, except in using too many of them. At the foot of page 129 is another example of fatuous verbiage as choice as that above quoted. On page 21, in the last line of paragraph 302, "whom" is probably a misprint. And so on.

John Carling is given a curious prominence (p. 25-26) in the making of Confederation. More serious causes exist. On page 8 Canada is said to have a longer coastline than any other country, and the "hormone of commerce" is proclaimed as an asset. Hurrah for the Arctic Ocean and the Labrador coast!

However, there is much matter in the pretty volume, rattles on with a plethora of good-will and feeling, content. The Grand Trunk's whistle is heard from coast to coast. The whole country is vividly described in about ten chapters. There is an alluring account of Canadian national parks, an especially interesting passage on those of the far west. The writer had a good time here, and seems to want others also to enjoy "his Canada."

VOICE OF THE PEOPLE. HOUSEKEEPER'S VIEWS TO CITY ENGINEER RE GARAGE. To the Editor of the Advertiser: Of those who frame rules for garbage collection, I am a round at collecting, they would witness some of their mistakes. Until recently, when garbage collection was first introduced, the collector brought in a large tin and emptied it into it, which meant one trip. Now they tell us the department cannot afford this, so carry out and have to bring it back, which is a loss of time. Out of \$30,000 they might invest in a few tins. It does not seem fair that the householders' receptacles should be banded and battered on the wagon, as they are. The city

finger at him, ye critics, and call him disloyal if you dare. Referring to what many people who have never seen the borders of the province of Quebec have to say about the disloyal talk of many French-Canadians, I wish to say that this may or may not be true, but I recommend to these critics a famous saying of the well-known Billy Sunday, namely, "We have enough dirt in our own backyard without troubling our neighbors." Mr. Editor, would it not be a good idea for us to begin by cleaning up our own backyard?

Again I appeal to the common-sense of the readers of your paper, when I ask what good will come of forcing the French-Canadians to give up their native language? Will it make them more loyal to force them to speak English? Would they be better citizens if they are allowed to speak their own language? They would certainly be better citizens, and good satisfied citizens form the bulwarks of a nation.

Thanking you, Mr. Editor, for your kindness in giving space in your worthy paper for this letter, I remain, Yours very truly, "RUBE." Sarnia, July 13, 1917.

A BON MOT FOR THE STREET RAILWAY. To the Editor of the Advertiser: Sir,—In your editorial column of this

morning's paper, you say that should the Toronto people care to have a street car ride, the latch is out in London. Now I agree with you, if you are referring to the London and Port Stanley road, but surely you would not invite anyone (even the poor Toronto people) who wishes a street-car ride to try and get one in one of those miserable little packing boxes, on some round and some flat wheels, that occasionally run along the London streets? If so, Mr. Editor, you are certainly to be credited with a wonderfully optimistic nature, because as far as I can see the London street railway's cars and service are in a class by themselves and that class would be marked a long way below zero. Yours truly, OBSERVER. Waterloo, July 13, 1917.

## THE MICHIGAN SPECIAL—CONVENIENT NIGHT TRAIN FOR DETROIT AND CHICAGO.

Particular attention is called to the convenient night train operated via the Canadian Pacific-Michigan Central Route to Detroit and Chicago. Leave Toronto 11:30 p.m., daily, arrive Detroit 7:30 a.m. and Chicago 3:00 p.m. Electric Lighted Standard Sleeper is operated to Detroit. Further particulars from any Canadian Pacific Ticket Agent, or W. B. Howard, District Passenger Agent, Toronto, Ont. Aug. 15-17

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