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London, Ont., Monday, July 24.

Honesty Is Needed.

REPORT of the Timber Commission, is the title of a blue book just issued by the Ontario government. So much publicity has already been given to the findings of the RIDDELL - LATCHFORD inquiry that the public is fairly well acquainted with many of the details of evidence showing the manner in which the Hon. Mr. FERGUSON administered the timber limits of this province.

The impression from reading the report is that there is room for a whole lot of common honesty in dealing with matters of public interest. Under the caption of "Persons Implicated in Irregular Practices," appears a long list of names of persons "who have been implicated in irregular practices in regard to the matter under inquiry." These irregularities consist of making untrue affidavits, in other cases to swearing to affidavits which contained statements that were not in fact true.

Then comes another section, entitled "Public Documents," and some of the evidence brought out here is very illuminating, and tends to show the very loose and irregular way in which evidence that would have scored heavily against the FERGUSON administration was taken from the files of the department. The private secretary of Mr. FERGUSON admitted that letters dealing with complaints or with appointments "made in a political way," such as fire-rangers, scalers, etc., would never be placed in the public files, but were retained in the private files of the minister, and were taken away by him.

Surely there is something there for the people of Ontario to think over. It is a bigger matter than any mere party advantage. The people of the province own the timber limits; they are entitled to know how they are administered; it is the business of those entrusted with the handling of this property to exercise the same care and apply the same business principles that any firm would in dealing with its affairs.

It does seem that ordinary business honesty had been relegated to the background when the FERGUSON administration was handling the timber limits of this province. It is an established fact that false affidavits were being signed in regard to the amount of timber taken away. Just where this differs from ordinary theft it is hard to see. It has also been shown beyond any reasonable doubt that much correspondence having a very direct bearing on many of these cases was removed from the parliament buildings, because it was placed in the private files of the minister, regardless of the fact that there was nothing private at all in the transaction—it was public business.

It is just such affairs as this that shake the confidence of the people in the governmental administration of business affairs. Ontario likes to cherish the idea that its public men are honorable men, and that they would do nothing underhand in administering affairs entrusted to them. Hon. G. H. FERGUSON has a record in the timber business that makes it quite certain that he cannot again figure as a prominent figure in the affairs of this province. If the Conservatives were wise they would remove him as their leader, and do it quickly.

Good Work.

ALTHOUGH the fact may not be appreciated by the average citizen, London's parks are at their best these days. A cursory passing glance will reveal this fact, but the officials responsible for the city's beauty are anxious that the ratepayers whose money is utilized in producing them derive more deeply into the flower gardens at Victoria and Springbank Parks and admire nature at its best.

In these flower beds are rare imported plants, which can be viewed in, no other gardens of London, for the simple reason that no amateur gardener possesses such blooms. With delicate care they were reared in the civic nursery near Wonderland, and when matured were placed outside for Londoners to point to with pride.

In addition to the flower gardens there are also rare trees and shrubs in London's parks, including lilacs imported from France. The latter bushes are on view at Victoria Park and Springbank, but, of course, are not in bloom at this late season.

The canna and gladiol at city parks are now resplendent in their glory, and vie with the new carpet bed of foliage plants at Victoria Park for the attention of pedestrians.

Rare water lilies in the pond, surrounded by neatly-trimmed foliage, also call for admiration.

At Springbank Park there is the beautiful wall of climbing roses near the pumphouse, which must be seen to be appreciated, and the bed of roses near the pavilion ready to burst into bloom. The rock gardens west of the zoo are a beautiful novelty, and present hundreds of various species of flowering plants, as does also the new garden at the northwest corner of Victoria Park.

It citizens would hesitate but a few moments each day in passing



through London's well-kept parks they would see for themselves the good work which is being accomplished by E. E. GRAHAM, superintendent of parks and boulevards, and his staff. There are more than 100 flower beds under his jurisdiction, one of which is made up of 3,000 plants.

The public utilities commission, which body is responsible for parks of the city, has done all in its power to make London more beautiful, and the flower gardens are mute evidence of their success.

Lack of funds has, to a certain extent, frustrated their plans to carry on the beautification more extensively, but the fact remains that all concerned have done wonderfully well on the facilities available. Londoners appreciate this service, and their best means of showing this appreciation is to point with pride to the beauties of the city when showing visitors around.

Benefits and Objections.

IT IS SAFE to say that no law ever placed on the statute books of this or any other province has come in for more criticism than the Ontario temperance act.

On the floor of the Legislature the administration of this act was assailed from every angle. It was charged that it was being looked after in its details by a gang of thugs. It is the common topic of conversation wherever a number of men are thrown together for any length of time. Almost any one of a company of men can give instances of where it is being violated, and they point to the money that certain individuals are making out of the bootlegging business. In court cases it is often held up to ridicule as working a hardship, and it must be admitted that there are certain of its provisions that draw very fine lines between where liquor can be consumed and where it cannot.

Then again, there are those who claim it is class legislation, because a man who had money had a chance to lay in his own stock against the day when the country was going dry, while the man who had no money was cut off because he had no chance to protect his tastes in this way.

Allow for all this criticism, and for all defects that are apparent in the administration of the act, and then put the question: "Have we no benefits from the enactment?"

Any prohibitory law is bound to be unpopular among a large number of people, because it keeps them from doing the thing they want to do. It was known before the law was passed and put into effect that this would be the case. Businessmen can tell something of the working of the O. T. A. in the manner in which their accounts can be paid, and are paid. There are homes, many of them, where the father is a better father and the husband a better husband because the constant temptation of the open bar has been removed. Factories do not need to be told that pay day has no worries for them now, because the men are as regular in reporting for work as the day after as they are at any other time. We have thousands of boys who are growing to young manhood who do not know what the open bar is. Temptation may come to them in the way of secret drinking, but the evils of this are not anything like as rampant as the constant beckoning of the open bar with all its attractions in the old days.

There is a chance of us losing sight of the benefits that are undoubtedly ours as a people, in spite of all the defects in the measure.

Work Being Delayed.

THE CITY COUNCIL of London has passed bylaws authorizing the paving of several streets this season. Included on the paving program is Dundas street east, Hamilton road east of Egerton street, and Wharncliffe road in London West.

To those citizens familiar with the situation, outside of the estimated

cost, there is no argument against paving these thoroughfares immediately. The city council is particularly desirous of paving Dundas street east this summer, because of the fact that at present it interrupts the recently-completed government highway, which is an excellent piece of road.

The unpaved portion of Dundas street, from Ashland avenue to the city limits, is the bug-bear of all motorists who journey to or from London via this road. The holes encountered are a trying test to the springs of any motor car, or the conscience of any Christian motorist who detests profane language.

The city engineer is ready to proceed with the above pavements at once, and already has laid cement curb and gutter on Dundas street east in preparation for the asphalt. However, his plans have been halted by the London Street Railway Company, which has ignored repeated requests to forward specifications for paving the track allowances on these streets.

Mindful of the trouble experienced when Stanley street was paved last summer, and the track allowance was filled with gravel, the city council wisely refuses to proceed with any street paving which involves street car tracks, unless definite assurance of them being paved is forthcoming.

When 5-cent fares were authorized for London street cars, it was stated that the London Street Railway Company was willing to co-operate with the city in laying pavements, and has since informed the city engineer to the same effect.

Citizens of London are not too highly pleased with the 5-cent fare on street cars, and the action, or the inaction of the London Street Railway regarding pavements does not improve the situation. Promises of excellent service and improvements were made by the company, conditional on obtaining increased fares, but up to date, these promises are unfulfilled.

LITTLE 'TISERS

Folks used to write letters and put a "P. S." at the end. Today that generally stands for "private stock."

With so much bobbed hair, the old hairpin can stand over on the shelf and keep company with the old corkscrew.

A Powerful Lady.
Daimler limousine for sale by lady; 20-horsepower; luxuriously fitted body. Price, £750.—Ad in London Times.

After reading some of the court cases in the United States we imagine that 100,000,000 of the 110,000,000 people over there must be deputy sheriffs.

Auto factories in the United States turned out 271,000 cars in June. In the world it is estimated there are 13,500,000 autos. Of these 10,500,000 are in the United States.

Churches generally let up on their work in the summer. The choirs stay home, and supply preachers have their turn. In the meantime the devil drives right on with both feet on the gas.

The law won't let a man drive a car with one hand and put his spare arm around his girl. But, of course, the girl's got a couple of free arms, and there's no law under the sun to hinder her from using them.

Continuing its series of table manners, a contemporary says crackers should not be broken up in a bowl of soup, but eaten the same as a piece of bread. If the reformers keep on with their work there soon won't be any fun in eating a bowl of soup.

NOAH'S POETRY

WEEK-ENDS.

When week-ends came in years gone past folks used to gather in their homes, and there upon the Sabbath Day they'd sit and rest their weary bones.

They'd read a spell about great men who'd lived and shuffled on before, and think a bit about the things they should be mighty thankful for.

And in them days men got a chance to let their weary carcasses rest, and make a new and healthy hope rise up and sprout inside their chest.

But things be different in this age, we're dwellin' in a faster land, where folks at week-ends seem to try and dash around to beat the band.

They've got to plan a week ahead to dash to this here place or that, until they're weary in their feet and mostly talkin' through their hat.

The humble things folks used to do, they've been passed up six years ago, as bein' too antiquated like and for this nation far too slow.

And so we fly off here and there, in cars what's loaded to the racks, we're smashin' into trees and posts and buntin' engines off the tracks.

We're landin' on our friends afar, surprisin' them is what we say, and makin' them get out and cook and bustin' up their Sabbath Day.

Oh, yes, we be a hustling folk, of all the ages this is best, 'cause now we haven't got no time to even think a bit or rest.—NOAH.

25 YEARS AGO TODAY

HERE WE HAVE ITEMS OF LOCAL AND DISTRICT INTEREST AS RECORDED IN THE ADVERTISER OF 1897.

JULY 24, 1897.

A blaze started in Beltz's hat and fur store on Dundas street about 6:30 last evening, and did considerable damage in a few minutes. The loss on the stock will amount to \$2,500 at least.

The police rendered very timely assistance, breaking open the rear door and removing several cases of goods out of the reach of the flames before the firemen arrived.

The game of baseball between city barbers and bartenders at Ward's on Wednesday resulted in favor of the former. Harry Stewart, lately with the Lucan Irish Nine, assisted the bartenders materially. The teams were composed of the following:

Barbers—Springer, Lodge, Farrell, A. Thompson, Gleason, Smith, Laughlin, J. Thompson and Sutton.
Bartenders—Nolan MacQueen, Stewart, Thompson, Burton, Brennan, Bartlett, Boyle and Pitman.

Score:
Barbers..... 9 13 0
Bartenders..... 2 4 8
Umpire—Stein.

A party of well-known citizens.

DR. BISHOP'S ADVICE

WHEN TO EAT CANDY

BY DR. R. H. BISHOP.

CHILDREN like candy not only because it is sweet but also because their natures demand lots of food—any candy is food, though it greatly concentrated one. Children usually will eat a lot more candy than their stomach and digestive apparatus can take care of properly. Hence, children should be given candy sparingly.

Women of sedentary habits are usually the great candy eaters, and they are just the ones that should leave sweets alone. Business women, who use up a great deal of energy in their active daily life, might safely indulge in moderately large amounts of candy without any harm.

When we eat candy we are taking in food at a fearful rate. A chocolate caramel or a square inch of

READ YOUR CHARACTER

By Digby Phillips.

NO. 274—SELLING THE LOOPED "U"

If you were a salesman who had just received a letter from a prospective customer, and you noted that this person did not write a "U" in the customary way, with a straight up and down stroke for the stem of the letter, but made it instead with a rather decided loop, would it mean anything to you? Would it be any guide or warning to you in your future personal interview?

It ought to be. For this characteristic of handwriting has a very definite significance.

You should very carefully avoid criticizing such a person. You should particularly avoid doing so on any subject which may be a matter of especial pride with him.

For instance, if you were trying to sell him life insurance, and you knew he was a man who was rather proud of his business foresight, it would be the worst mistake you could make to point out to him that he was being inconsistent in not carrying insurance. The only result such a statement would be likely to have would be to antagonize him. Though just this argument might be the most telling one you could use in dealing with some other type of person.

Tomorrow—Choosing a Hand.
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LEARN A WORD EVERY DAY

TODAY'S word is COUPON.

It's pronounced koo-pon, with the accent on the first syllable. The oo is pronounced as the oo in food, and the u is short. Ku-pon, with the u long as in Cuba, though often heard, is incorrect.

It means an interest certificate; that part of a ticket which shows something due to the holder. It comes from the French coupon, to cut.

It's used like this: "He was entitled to a box-seat according to his coupon."

Our Own Country

RALPH CONNOR.

Q.—What Canadian author has written the largest number of novels?

A.—Ralph Connor (Rev. Charles W. Gordon) has written the largest number of popular novels of any Canadian writer, starting with "Black Rock" and "The Sky Pilot."

CANADIAN GRAVES OVERSEAS.
Q.—How many Canadian graves are there overseas?

A.—There are 50,000 Canadian graves overseas in France and Great Britain. They have been marked by the Imperial War Graves Commission.

PROVINCIAL PROHIBITION LAW.
Q.—How many of the Canadian provinces have a provincial prohibition law?

A.—Seven of the nine Canadian provinces have a degree of prohibition laws. British Columbia and Quebec have government sales systems.

CANADA'S TOTAL TRADE.
Q.—To what extent has Canada's total trade expanded?

A.—Canada's total trade has multiplied 20 times since Confederation; exports 23-fold; imports 20-fold.

who have been enjoying two weeks' sport with the rod and gun in the vicinity of Wharton, returned home today considerably sunburned and very much pleased with their outing. The members of their party were: Messrs. Sam Stewart, John Christie, Ed. Beltz, A. S. Emery, H. Benton, John Ferguson, W. H. Skinner, Alex. Gillean, Thomas Gillean, John Pope and J. S. Walker. They have a club at Main Station, on Lake Huron, and make a custom of going there every summer. The fishing was exceptionally good this trip, and there was a liberal supply of fish for each of the party to send home.

A subscription list is being circulated to organize the "Tilbury Curling and Skating Rink Company," with a capital of \$500. W. C. Crawford has taken the matter in hand, and reports that over \$400 has already been subscribed. This stock is divided into 80 shares of \$10 each.

Messrs. Jas. Taylor, Thos. Rowe, H. J. Jones, Peter Earle, H. B. Walkerton and W. G. Maclean have been elected members of the Wellington Street Methodist quarterly board.

The BOOKSHELF

LONDON RIVER. By H. M. Tomlinson. New York: Alfred A. Knopf. Publisher, \$2.50.

Until a year ago H. M. Tomlinson was almost altogether unknown beyond the boundaries of London, and such recognition as he had in London itself was only as a newspaper writer and war correspondent and as the author of one promising book, "The Sea and the Jungle."

Then there appeared a group of his sketches under the title "Old Junk," and Mr. Tomlinson became known immediately, not only in England, but in Canada and America, as a gifted, imaginative writer of beautiful prose.

This year his publishers have brought out another collection of his writings, and the readers who were so charmed by his earlier work will not be disappointed in "London River."

There is no lessening in this new book of the melodic quality that distinguished "Old Junk" or of Mr. Tomlinson's ability to make simple things dramatic. "London River" presents a series of pictures, sketched in for the most part, yet compelling of London Harbor and the people who live around its margins, of graceful sailing craft, reeking fishing tugs and ocean steamships. The author is even more economical of detail than he was in his earlier book, and he exercises a restraint that softens the tones of his pictures and yet makes them ever more real and moving.

His setting is the foreshore of London, and in the new essays he makes no excursions into wartime France or foreign ports and never gets far from the English shore except in strange stories told by seafarers. The book gains by this unity.

It is of the forebore itself mainly that Mr. Tomlinson tells—"where, amid our packed tenements, into the dark mass where poorer London huddled, are set our docks." It is an ugly place in its externals that he describes, but he finds beauty in it and imparts his impression of that beauty to the reader. The sights and sounds and smells of the harbor affect him deeply.

Mr. Tomlinson has given play in "London River" to an aptitude for character drawing of which he allowed us to see little in "Old Junk." Here, too, he is skilfully restrained and lets his men and women reveal themselves gradually.

There is Old Pascoe, the cobbler, who achieves a life-long ambition to own his own ship by stealthily building a crazy craft and setting out on an absurd voyage that ends in disaster and ridicule. Then there is the slim, shy lad, totally unacquainted, seemingly, with the demands of life, but, as master of a huge freight ship, cool, dominating and efficient. Strangest of all his characters and stories is poor, aghast, bedraggled Captain Purdy and his futile voyage with the barmaid into an African jungle.

But it is the ships, the old sailing ships of a day almost completely vanished, that are his real characters, and he makes the reader see them as the sentient, almost human creations of a passing race of shipbuilders which he himself feels them to be. To him a clipper is endowed with definite personality and emotion, may even be possessed of malice, and is as superior to the modern steam-driven liner as a violin is to a mechanical piano. Telling of a Russian barkentine tied up in the pool, he says:

It is a ship's sheer which gives loveliness to her model, like the waist of a lissome woman, finely poised, sure of herself, in profile. She was so slight a body, so tall and slender, but standing alert and illustriously poised, there was implied in her slenderness a rare strength and swiftness. And to her beauty of line there went a richness of color which made our dull parish a notable place. She was of wood, painted white. Her masts were of pine, veined with amber. Her white hull, with the drenchings of the seas, had become shot with ultramarine shadows, as though tintured with the verdigris of her sheathing was vivid as green light; and the languid dock water, the color of jade, glinting round her hull, was lambent with hues not its own. You could believe there was a soft radiation from that ship's sides which fired the water about her, but faded when far from her sides, a delicate and fairy light which soon expired.

One feels with Mr. Tomlinson the resentment of the old-time sailors at the displacing of those fine old craft with our modern belching cargo-carriers, running on time schedules like railway trains, and is regretful for the romance that has died with them.

What They Speak.

[From the Ottawa Journal.]

A TOLERABLE correct summary now of the respective numbers of people using commonly the leading languages of the world would probably be as follows, although much difficulty exists in estimating the populations speaking Chinese or the chief languages of India:

Chinese	300,000,000
Hindoo	200,000,000
English	170,000,000
Russian	140,000,000
German	70,000,000
Spanish	70,000,000
French	50,000,000
Japanese	50,000,000

The Spanish figure of course comes chiefly from Mexico, Central and South America, Cuba, etc. The population of Spain, 20,000,000 is hardly larger than that of Mexico.

Asia still holds the chief mass of the world's mankind, and we of the white races may well wonder as to what is to come out of that vast hive of humanity.

NO WONDER HE CRIED.
It was a solemn occasion. A singer had just finished "My Old Kentucky Home."

The hostess, seeing one of her guests weeping in a remote corner, went to him and inquired in a sympathetic voice: "Are you a Kentuckian?" And the answer came quickly: "No, madam, I am a musician."

Enchanting Qualities

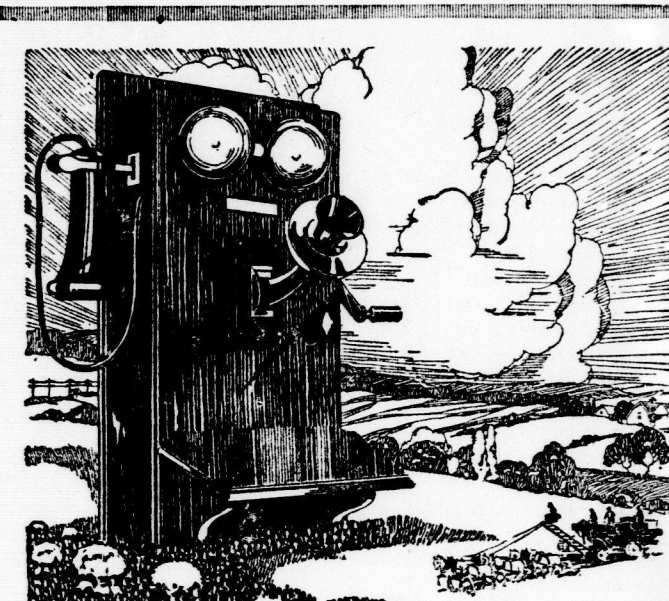
no other tea can equal, give the charm to RED ROSE ORANGE PEKOE TEA—composed of the youngest, tenderest, and juiciest leaves on the tea bush. Grown under the eaves of the clouds in many of the finest mountain gardens in the Orient, and sweetened and nourished by alternating sunshine and shower.

Sold only in the sealed package by the best grocers: 43c per 1/2 lb.; 85c per lb.

STOP AT Prince Edward Hotel

HAVE your railway ticket read "Windsor." The Border Cities enjoy unexcelled hotel service. Every modern appointment for your comfort. United Hotels Company standards. Highest class dining and luncheon service.

250 rooms, \$2.50 and up.



The Emergency Helper

Long Distance

"Crack!" goes the machine part—right in the middle of harvest, when every hour counts.

"Help!" shouts the farmer over the telephone, as he calls up the manufacturer's service station and orders a new part.

"Sure! You'll get it this afternoon by Rural Mail," the manufacturer replies.

Can you beat it for service?

Use Long Distance—the most direct line between demand and supply. Study how to apply it to your business, and save the most expensive thing in the world—time.

C. H. BEARD,
District Manager, London.

Every Bell Telephone



is a Long Distance Station

Is your factory a museum?

YOUR job as a manufacturer is to keep in touch with the buying public and to make it trust you. Otherwise, the buyer is indifferent to your product, and your factory becomes a museum for dead stock.

Your closest contact with your customers is your advertising in the Daily Newspapers. The people who buy this newspaper today did so yesterday and will do so tomorrow for one prime reason—to get the news. The shopping crowds at any department store prove how closely such news is read. Perfect your contact through the advertising space you rent for today, and give them more news—today's news of your product, your prices, your service and your avenues of distribution.

You can do this in only one way—through the Daily Newspapers.

If you tell the truth and do your job as well by the readers as the daily newspaper does by you in providing and retaining them, you will not need to advertise in any other way.