

## The London Advertiser

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WEDNESDAY, JULY 16, 1924.

### The Wreckers at Work.

Senator Dandurand, leader of the Liberal party in the Senate, dealt effectively with Senator Taylor, whose chief aim in life has developed into using his position as chief besmircher of the National Railways.

Senator Dandurand took the Taylor charges of graft and manipulation in regard to the merchant marine, and coupled them with those of Senator Bennett.

No. 1 was that the higher officials of the C. N. R. were interested in steamship lines. Answer—No.

No. 2—Boats were sold to party friends. Answer—Every boat sold publicly advertised and sold to highest bidder.

No. 3—Two boats deliberately made to run at a loss so they could be sold cheaper to party friends. Answer—The two boats mentioned are not for sale.

How much longer have the people of Canada, who have a tremendous and even a dangerous amount at stake in the National lines, got to listen to these blatherers in the Senate trying to batter the thing to pieces?

There are people in both political parties who are not advocates of public ownership, but they are fair-minded enough to recognize the problem Canada faces in her publicly-owned railways. The lines are greater in mileage than the total of Austria, Bulgaria, Greece, Finland, Norway, Portugal, Rumania and Belgium combined. Canada has a population of about nine millions, against fifty-two millions in the countries named.

Yet in spite of the size of the problem, in spite of the fact that prosperity and the demands on the ratepayers are tied up and bound up with the success of this gigantic enterprise, there are senators of the Taylor, Bennett and Tanner type who count it a poor day's work when they have not done something to thwart the success of the undertaking and to place its future in jeopardy.

And all the time the people of the country are paying these men a bonus of \$4,000 a year.

### Premier Ferguson's Little Joke.

Premier Ferguson in an interview at Prescott, gave a reporter of the Ottawa Journal to understand that on Wednesday of this week he would name the date for taking the vote on the temperance plebiscite in Ontario.

The premier will do no such thing. He explains that he was just having a little joke with the reporter.

Funny, isn't it?

Why the delay, or why the secrecy? Have the premier and his cabinet members not made up their minds? Why should there be so much tomfoolery about it? One would think the premier was guarding some great secret in which he alone was interested.

If the premier has found that there is a demand for a plebiscite he should say so, tell where and how he made the discovery, and announce when he is going to bring it on. Now that he's had his little joke he ought to get down to business.

### The Escape of Margaret Murchison.

Margaret Murchison, of Barrie, a girl not yet sixteen years of age, has defied all the laws of health, exhaustion and fatigue, by coming through the gruelling experience of drifting three days and three nights in a canoe. There were storms, the lake was rough; she was blistered from sunburn; she had seen two men die, one from drowning and the other from exhaustion. Yet at the end of it all, when discovered near the shore by a man fishing from a boat, she was able to get into his craft and afterward walk to the nearest house unaided.

Nor was she particularly strong. A year ago she suffered an illness which left her with a defective heart. Yet she lived through those three days and three nights, clad only in a bathing suit and a sweater. She was blistered by the hot sun in the day, and chilled to the bone by the cold nights on an open lake. Yet this slip of a girl had a reserve strength that enabled her to go unaided from the lake that had claimed her two male companions as victims.

It is one of the most remarkable cases on record; one that baffles explanation. Nor can one scarcely imagine the feelings of the parents who had kept an unceasing, though almost hopeless, watch for three long days and nights, when they received word that their child had come from the valley of death alive.

### World's Greatest Runner Is Age 40.

Come, gather around, you men of forty. If you're a year or two over you can attend too. Consider the case of Stenross, the Finn, who at forty years of age has just romped home with the championship of that classic 26-mile run, the marathon.

He met the best in the world, the fleetest of foot, and the soundest in wind, fifty of them, gathered from the points of the compass. When it was all over he raced back to the finishing point, a mile ahead of the next man, and for good measure tore around the track to show that he was far from the point of exhaustion. He went up hill and down hill, along dusty roads, over the cobblestones of villages, seldom altering his pace, and never in trouble.

And he is forty years of age, a woodworker by trade.

Just one question, Mr. Man of forty, how far can you run? Sometimes you may participate in and could easily be remedied.

a race of 50 yards at a picnic, and you puff and blow and perspire, and then content yourself by telling the folks how you won a pair of cuff links once for winning a race at a school picnic.

If you live in the city you remember the day before yesterday when you ran half a block to catch a street car. You humped along and every person laughed at you. A small boy said, "Go it, old man, you'll catch it if it stops." And your legs were stiff for two days after.

But Stenross is forty, and so are you. He can go it for 26 miles faster than any man in the world.

His pulse at starting was 77; at quitting it was 110. Mr. Forty, what would your pulse do if you stooped over ten times and touched your toes—or can you do it at all?

Isn't it a fact that a lot of you are a little on the pudgy side, especially you who live in towns and cities? You drive a great deal, you sit a great deal, you seem to take it for granted that you have passed the stage of exercise.

Remember Stenross. He's forty. You ought to be proud of him, for he has stuck a feather in the cap of your class, and has shown that a man at forty can beat the world.

### And There's Plenty To Do.

London City Council will forward a resolution to Ottawa, telling the authorities there that it is time to return to two-cent postage.

A short time ago the council sent a memorandum to Ottawa telling what should be done about the tariff.

London elects a member to the Federal House to represent this riding.

London elects a city council to carry on the business of this municipality.

### Working To Defeat Plain Justice.

The case of Leopold and Loeb, Chicago murderers, has dropped from the front pages of the papers, but the business of securing their freedom from the gallows has not slackened in the least.

The defence has succeeded in driving a wedge between two forces of the state that ought to be united in a vigorous prosecution.

The state attorney is fighting for trial and conviction; the municipal court psychopathic forces, another state force, are working to keep the criminals from the gallows. They hold they were not responsible for their actions, that they are of a peculiar mental type, and are really insane.

So the defence is strengthened by the assistance of a body that the people are paying to protect them from the depredations of criminals.

It may suit the purposes of the wise-looking men of the alienists' squad to speak about irresponsible youths, and their peculiar temperament, but the world can see in it only one thing, viz., battering away at the walls that inclose these criminals and carving a loophole through which they may crawl to freedom.

The answer to it all is to be found in Britain, where they capture murderers and deal with them promptly. In such an atmosphere there are few murders; there is no opportunity to sprout theories about temperament and peculiar mental qualities; hence the disease is not given recognition, and it vanishes.

The more prattling that is done about these things by the hired help of the defence, and by the state authorities who are soft enough to heed them, the more will murderers seek to establish that they are possessed of all the peculiar qualities.

### Note and Comment.

There was an earthquake in Renfrew. Let's see, wasn't Hon. Howard Ferguson down east some place making a speech on the 12th of July?

A. W. Cutten, a former Guelphite, made another \$1,500,000 on the stock exchange. He seems to be Cutten quite a swath in that particular business.

Some say this year is five and a half feet tall. The man who knows it is not the one who measured it with a tape line, but the chap who sticks a fork in it.

"A firmer feeling develops in the butter market," says the day's news. Meaning, of course, that they've quit using rhubarb leaves and brought in a chunk of ice.

Newark man tried to kill his wife and, having failed, drove his car over a 40-foot bank, but wasn't hurt. He might try selling Home Bank stock in the district around here.

The bottom has either been kicked out or has fallen out of the gasoline market in United States. The bottom in the Canadian market seems to be in excellent condition, not a bolt loose nor a slat out of place.

Chicago wheat pit has stated that Canadian wheat crop will be a failure. It will not, and it will be of such a quality that U. S. millers will still be reaching out for it in spite of a tariff wall that was supposed to be prohibitive.

Wow! Dr. Adolph Hiebron of Berlin says that if women keep on bobbing their hair the result will be that beards will start to grow. Imagine a home where a man had to wait in the morning for his wife to shave. She uses his pet razor now to prune her corns. It's a dark outlook.

H. J. Muir, a boy's worker of Calcutta, is visiting outdoor camps in Canada. He hopes to follow the idea of the Stratford Rotary Club and bring in boys from the different castes of India. When he hammers at the caste system of India he pounds on a stone wall, but the existence of the stone wall is all the more reason to keep up the hammering.

It has been discovered in Hamilton that an American motorist damaging property there could not be brought to court. A woman driver smashed into a car there and nothing could be done about it. Presumably the same thing would happen if a Canadian did a similar trick in United States. It is foolish on the face of it.

Just one question, Mr. Man of forty, how far can you run? Sometimes you may participate in and could easily be remedied.

## Dr. Frank Crane

### BE NOT A DOOR MAT

Door mat is a term used to signify one who lets others walk on him.

It is a slang expression. Slang is the product of the vigorous imagination of the people which has not yet been sufficiently shopworn to be accepted by the "best people"—Who have no imagination.

The Door Mat often takes great pride in his matness. It is the most dangerous form of pride, which is the pride of humility.

It is reversed egotism, ingrowing vanity. It calls itself by anyone of fine names, such as Devotion, Loyalty, Self Sacrifice, Christian Character, and the like.

But it is a subtle form of self-deception. For in reality the Door Mat is cruel and noxious.

Does the Door Mat ever think, while he is exercising his own grand and noble self-crushing, and thus developing his own moral stature, of the harm he is doing those whom he allows to step on him?

He does not. Unfortunately there seems to be no provision in our religion for putting a limit to martyrdom.

And a rampant martyr in any family is a fearsome thing.

Many a mother prides herself upon saving for her daughter. She washes the dishes while Mamie plays the piano. She dresses dowdy while Mamie goes forth even as Solomon in all his glory was not arrayed.

She chaps her hands at the washboard, breaks her nails moving the furniture and toughens her fingers sewing, while Mamie seeks the manure. She lives the life of a scullion and chambermaid in order that Mamie may flit from flower to flower.

And she is happy, and Mamie is miserable. She is full of patience, gentleness and meekness, in order that she may fill her precious laundry with impatience, selfishness, callousness and extravagance.

In all this, mother veritably thinks she is doing God's service.

Is it God's service to guard a child from the blessing of work, when without toil not one soul in a hundred can escape ruin?

No element of happiness is more essential than self-discipline; is it any mercy to deprive the young of that, and to feed them daily on the poison of self-indulgence?

Here's a topic for mother's meditation: the utter selfishness of utter human being needs to learn is that only by an intelligent regard for one's self, only by keeping one's self as strong, healthy, cheerful and self-respecting as possible, can one be of any real service to others.

You can't love your neighbor as yourself helpfully unless you love yourself understandingly.

## On Makin' a Million

I've just been readin' where a chap who dabbles in the wheat and beans, has got most of two million bones to stow away inside his jeans. Of course he didn't grow the wheat, nor went out early in the morn, to put his hand upon a hoe and snuffle up around the corn.

I can't help wonderin' what the folks what went and grew that corn will say, 'bout how a fortune came to him who never once had gouged the clay.

For out where folks is growin' corn the banks went bust when notes came due, and lots of farmers out that way, why, like the banks, they went bust too.

There's lots of them what cut the crop and shelled the ears out in a pan, they didn't make enough out there to buy blue pants for one hired man.

I fancy how as when they read of him what cornered up the grain, not workin' with his fee, and fasts, but just relyin' on his brain, they'll reckon just what fools they be to slave for just a few lean bones, while someone else skins off the cream, and eats the cake and ice cream cones.

Folks say it's brains what counts these days, and maybe what they say is true, but there's one other thing to watch before our argument gets through.

I'm wonderin' what would happen if them farmers took the notion too, they'd quit a-workin' on the land, just usin' up their brain power too. They wouldn't grow no grain at all, they'd sit around the house all day, explainin' they was buyin' corn that was to rise in price next May.

I reckon them Chicago men would have a shakin' in the knees, a-findin' that the farmin' men had took their sail from out the breeze.

We never hear so very much of them what sweat and grow the grain, nor do we decorate a page with letters tellin' of their fame.

So I don't blame the farmers much for cussin' 'bout their heavy load, when some one else chips in to rake the coin from off the corn they grewed. —ARK.

## A Perennial Disgrace

(From the Manchester Guardian)

The plight of the Armenians is today as desperate as it was under Abdul, except that there is now scarcely anyone of that persecuted people living under the rule of the Angoran Nationalists. The Armenians who survive are largely exiles— a hundred thousand of them have taken refuge in Greece.

They have seen all their hopes of a home under American protection vanish as the whole structure of the Turkish settlement was destroyed. The promises made to them so profusely are now as worthless to them as the paper on which was written the Treaty of Sevres.

But they have not been altogether abandoned. The League of Nations, in the course of its gallant work of clearing up the messes left by the treaty-makers, is settling a number of Armenians in the vilayet of Erivan. A lord mayor's fund has been opened and is approved by the government, and there is at last a chance that something solid will be done. That America has not entirely lost interest in the matter is shown by the inclusion in the new Democratic platform of a clause demanding that the Wilson award shall be fulfilled.

Most of the allied nations appear to be taking a hand in the work, as indeed they should, for they are all heavily pledged and they have all pitifully failed to carry out their pledges. It is time that this perennial disgrace to our civilization, at least so far as is now possible, be removed.

Not Reform, But Extermination  
The member for Ile a la Croix says he would like to send the block and "chop all their heads off." Someone should make the chips fly.—Regina Leader.

## "Canada in the Making"

By JOHN F. SINCLAIR.

The following is one of a series of eleven daily articles appearing exclusively in *The Advertiser*. Where opinions on controversial matters are expressed in these articles, they are not necessarily the opinions of this paper, but those of the author, John F. Sinclair, who will be remembered by those who read his series, "Can Europe Hold Together?" published in *The Advertiser* several months ago.

### CHAPTER 10—SIR HENRY THORNTON AND THE CANADIAN NATIONAL RAILWAY.

Sir Henry Thornton arrived in Canada in December, 1922, to take active charge of the several railroad properties now working loosely under the title of the Canadian National Railways. He lost no time on formalities. His first job was to hammer out a unified railway system in the shortest possible time. It involved the uniting of five distinct systems, embracing more than 22,000 miles and employing more than 100,000 people.

The roads to be effectively merged were: The Grand Trunk, with about 4,000 miles; the Grand Trunk Pacific, with about 2,840 miles; the National Transcontinental, 2,000 miles; the Intercolonial, 1,600 miles; Canadian Northern, with 9,500 miles. Besides these huge systems there were several others, amongst them the Prince Edward Island line of 280 miles, and the Hudson Bay Railroad of 334 miles. Special mention will be made a little later as to this Hudson Bay Railroad.

Without any noise or fuss he set to work. Two of these roads, the Grand Trunk Pacific and Canadian Northern, were actually keen competitors for the same business, but on March 27, 1923, President Thornton, in a communication to the minister of railways, said this:

"In the organization of such a property, where we employ about 100,000 people, scattered over nearly 23,000 miles of line, the process of consolidating and harmonizing the various forces is one which will necessarily take some time. It is therefore earnestly hoped that those who administer the affairs of the nation will be sufficiently patient to give those who are sincerely, honestly and conscientiously working out this process an opportunity to show what can be accomplished before criticisms are made."

### THREE RAILWAY REGIONS.

He divided Canada into three regions: Atlantic region, central region and western region. He divided the railroad work into five divisions: operation, traffic, finance, legal and general, and placed a vice-president in charge of each. He moved rapidly in effecting the greatest railroad merger in the history of the business.

"I believe in making the traffic department, and not the operating department, the most important in a railway service," declared this big, pleasant president, in response to a question of mine.

"The railroad must sell service; the passengers must be treated as guests of the company; the emphasis has too often been placed on decreasing the operating costs, and not enough on increasing the traffic by selling our service to our customers and our stockholders. Last year (1923) we secured \$30,000,000 new business by expending \$5,000,000 to get it. This is good business, in my opinion."

"But as you are operating a government-owned railway system, is not every citizen of Canada a stockholder in your enterprise?" I asked.

He smiled. "That's why our next big job is to sell our service to our own stockholders. Every citizen of Canada is a stockholder in this enterprise. He must sooner or later understand that. Now every stockholder of any corporation, if he knows how, is willing to help the corporation turn a deficit into a dividend. We are going to show the stockholders in our corporation just how to do this. If we succeed, the Canadian National Railways will be successful."

I asked him to go further.

### THORNTON HAS THREE PRINCIPLES.

"I have always maintained three cardinal principles as essential to the successful conduct of any railroad enterprise: (1) It must maintain solvency and meet its financial obligations; (2) It must furnish adequate transportation at the lowest rates possible to the public, and (3) It must pay its employees that wage which under reasonable working conditions and to them to live in decency and comfort under sanitary conditions and to educate and bring up their children as self-respecting members of society. These principles I still believe in as fundamental in conducting any kind of a railroad, whether owned privately or publicly."

During the past year President Thornton has been spending much time on what he calls the "human problem." He declares that loyalty, efficiency and honesty are qualities which are just as often seen on a government railroad as on a private one, and he has served with both.

Now let's turn to the results which he has obtained during the past two years. This is not a long record, but it is enough to show which way the development is tending.

The operating results for the year 1923 as compared with 1922 are as follows:

	1923.	1922.	Increase.
Gross revenue	\$254,926,000	\$234,059,000	\$20,867,000
Operating expenses	234,689,000	231,172,000	3,517,000
Net earnings	20,236,000	2,886,000	17,350,000

When we look into the financial schemes of the several different systems, we find a problem which will take some years to iron out. No two of the systems which were merged handled their finances in the same way. The system is grossly over-capitalized at the present time. The capital investment amounts to more than \$85,000,000 per mile.

The public hold securities of a par value of \$750,000,000. The government holds the balance. In 1923 the fixed charges were approximately \$65,000,000. This is an increase over 1922 of \$5,798,000, nearly all of which is interest charges by the government itself.

In looking into the figures a little further, we find that approximately \$35,000,000 of the total fixed charges were obligations owing to the public. The balance, or about \$30,000,000, were owing to the government of Canada.

### C. N. R. HAVE TOO HEAVY FIXED CHARGES.

If we look at this matter in a comparative way, we find that the C. N. R. has fixed charges equal to \$1,000 per mile per year, while the Canadian National Railways has \$3,000 per mile per year, or three times as much as its great competitor. This is an unfortunate handicap and a readjustment will have to be made. How will it be made? Let me quote from Sir Henry Thornton's report on this subject. He says:

"Early consideration must be given to the policy to be followed with respect to the capitalization of the system, and to what extent, if at all, the advances made and capital held by the government should be written down to a figure which may be regarded as consistent with the immediate earning prospects of the railway."

This means that the government of Canada will probably be called upon by the railroad to cancel the present fixed obligations and take in exchange non-interest bearing stock, which some day may be valuable but which today has no value. If this financial reorganization is undertaken (and it should be) at the earliest possible moment, the Canadian National can cut its fixed overhead from \$3,000 per mile per year to \$1,500 to \$1,800 per mile per year. It is an axiom that the lower the capital charges, the lower the rates can be made and better service inevitably results.

The Canadian National Railways is also under obligation to complete the Hudson Bay Railroad, extending from Regina to Port Nelson on Hudson Bay. Up to December 31st, 1922, the project had already cost \$20,500,000, of which \$14,200,000 was payable to the railway building and \$6,300,000 in terminal costs at Port Nelson. This railway has 334 miles from Hudson Bay Junction of steel rail laid, of which 214 miles are now being operated. The total length of the road is 424 miles.

The western provinces are unanimous in their insistence on the completion of this road at the earliest moment. Its supporters claim that such a road when opened will shorten the distance from the Canadian West to England for the shipping of grain and live stock by about 1,300 miles of

## The Fun Shop

### A PLEA FOR JUSTICE

There's a crime that is oftentimes committed. And policemen have nothing to say. While for murder or robbing a person there is someone who always must pay.

So now, friends, let us band together. Let us say from the base of our hearts. "We think it's quite time we cut out this crime— That of cutting a pie in six parts."

### We Wonder If His Audience Gave Him the Air.

The itinerant lecturer had taken his first ride in an aeroplane. As he was clambering out, a bystander asked: "Without dynamiting the car about while in the air?" "The subject of my lecture, sir!" "The subject of my lecture?" "What is the subject of your lecture?" "Back to the soil, sir! Back to the soil!"

### Tree Grows in Ford Engine.

Dear Editor—Last fall I left my Ford behind the barn. Imagine my surprise when I went out to set it and found a tree growing from the engine.

I telephoned immediately for automobile and tree experts to solve the mystery. After a thorough investigation we figured out how it had happened. There was so much dirt in the cylinders and on top of the engine that a seed, falling from a nearby tree, had taken root and grown into a healthy elm.

As I couldn't remove the roots of the tree without dynamiting the car I was forced to trim the branches so that I could at least see ahead when driving. To date a crop, two engine and seventeen robins have built nests in the tree—all of which goes to prove what a wonderful car a Ford is for the money. As this seemed to me quite a novel experience, I thought your readers might be interested.

Cherry pie is good enough, But cherry wine is stronger, If you drink much of the stuff You won't eat pie much longer.

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All's Fair in Love Unless you prefer brunettes

rail haul. This will mean from 10 to 15 cents a bushel more added to the price of every bushel of wheat exported by the farmers. Just what effect this short haul will have on the gross revenue of the Canadian National Railways when this project is completed is problematical.

### TOO MUCH DUPLICATION.

If immigration into Canada is temporarily checked, the C. N. R. will be forced to reduce service and to eliminate duplications wherever possible. The duplication of the G. T. P. and the C. N. between Edmonton and Yellowhead Pass can be eliminated. From Port Arthur and the east only one of the two so-called transcontinental lines is necessary today. One railroad authority admits that if the government railroad is put on a purely business basis, it will "relegate about 2,500 miles of what is now main line to colonization standards of equipment, maintenance and service." Sir Henry Thornton, so far, has made no such estimate.

Dr. D. A. MacGibbon of the University of Alberta states the case well when he says:

If the C. N. R. is administered purely as a business proposition there is a long and arduous struggle in prospect before they succeed in meeting the very heavy annual charges arising out of bond guarantees. If, in addition, political interference and sectional interests are allowed to hamper the operations of the line, the task is well nigh hopeless."

Closely bound up with the problem of the railroads is the problem of colonization. The Canadian Pacific, with its large land grant, is actively and intelligently engaged in this work. The Canadian National is also extending its efforts. The difficulty with colonization at present is the strained financial condition of farmers everywhere, so that the colonization problem is largely one of financing new settlers, which has so far precluded large enterprises along this line.

The Canadian National Railways is now the biggest industry in Canada. It employs more people than the Canadian government itself. It is under very strong and able management. If the Canadian people realize their responsibility with reference to the road, and co-operate to the fullest extent; if the reorganization of its finances is undertaken with a view to squeezing out the water and bringing it down to a working basis, the people of Canada should in the next ten to fifteen years, as the country settles up, make it a great national asset instead of a great national liability, as it is at the present time.

### Next: SUMMARY AND CONCLUSION.

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## GOODYEAR INDUSTRIAL HOSE

For every hose requirement