

The Modern Samson.

London Advertiser

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In Office and Out.

Mr. Arthur Meighen at Spencer-
ville on October 18, 1921.

"Mr. Crerar asserts, or suggests,
that the Government is improperly
influenced by big business. I chal-
lenge him here and now to state
when and how this improper influ-
ence was exercised, and by whom?
I defy him to speak. I challenge
him to play the part of a man. If
the time ever comes when I shall
feel called upon to charge improper
conduct against a fellow citizen, I
trust I shall have the courage to
point my hand and to act."

Mr. Arthur Meighen in the House
of Commons (Opposition), 1910-11:

"They (the Liberals) have allowed
protection to run rampant, and
they have, for reasons that are only
too obvious, become the slaves of
those who helped them into power,
and who now maintain them there
behind the ramparts of gold."

The Wedding License.

The U. F. O. Government in On-
tario was blamed by an Advertiser
reporter for raising the fee for a
wedding license from \$1 to \$5. Now,
we're not quite so sure of this, as
the larger sum was collected before
the Farmers rose up and took pos-
session at Toronto. But of course
there is no doubt about the amount
having been raised from the pre-
vious low mark to the \$5 standing.

But perhaps, after all, there is
something eminently fair and just
in the new rate for a marriage
license. A man goes and gets the
license before he marries. When
it used to be \$1 he was apt to get
the idea that the undertaking on
which he was embarking would not
cost him very much, as he got
squeezed for only a dollar right at
the start. With that conception he
often got away on a wrong angle.
He would be inclined to imagine
that the amount he was assessed to
enter the race would somewhat de-
termine the levies that would be
made on him to keep the perform-
ance going afterward.

But now that dollar bill idea is
all taken off and away, and a young
man is made to see that the lan-
guage used in such events is fash-
ioned after the well-known slogan
of the florists, "Say it with Fives."

He gets the full blast of the ven-
ture right at the start. It saves his
wee wee a lot of explaining a little
later on, in efforts to show him that
two cannot live as cheaply as one.

As a general thing this great
family journal is ready to combat
any increase in living costs, or in
marrying costs, but the weight of
argument seems to be in favor of
the five dollar levy for a marriage
license. This, not because of its
ability to enrich the province, but
because of its educational qualities.

There is a certain frankness about
the \$5 levy that is so superior to
the subtle deception of the \$1 entry
fee, that we feel bound to hold up
both hands for the five spot idea.

Business Is Better.

London is a good business cen-
ter, and London finds that condi-
tions are improving.

Buying is not up to standard yet,
but it's on the way up and moving
quickly.

A stiffening in some of the steel
markets has strengthened the price,
and hurry-up buying has resulted.
As usual, there is nothing to stimu-
late buying like an upward market.
Contrary to general theory and be-
lief, it is a greater business tonic
than the bargain day. As a result
of this buying movement some of
the London factories are running a
full ten-hour day again.

Back of all the changing-for-the-
better conditions is the feeling that
we have been marking time long
enough.

We have been looking at prices
and lingering and waiting until they
might take a notion to come on
down.

We have been running our plants
at the lowest possible capacity—in
itself a hard proposition to do suc-
cessfully. Overhead remains, and
must be distributed on the output.
The smaller the output the greater
amount of overhead it must bear.

We have been holding back on
expansions and on new ventures.
Hundreds of thousands, yes, mil-
lions, in blue prints and plans are
tied up in offices of architects all
over the country.

Canadian businessmen like ac-
tion, and sooner or later they were
bound to force a way out of the
period of hesitation and timidity
into which the aftermath of war-
peak prices had forced them.

There is more confidence today
than six months ago, and confidence
is half the battle. It is not going to
be any triumphant march, touch-
ing only on the high spots. Rather
are we in for an uphill fight, but
it's a great improvement on the
downhill slide that has been going
on for the past couple of years.

WOW!
I WANNA BE
CARRIED TOO!



CANADIAN FLEET COSTLY FOR CANADIAN TAXPAYER

CONSERVATIVE newspapers
make the plea that ships built
in Canada cost less per ton than
those built in United States.

The question of the cost to the
country of the Canadian Govern-
ment Merchant Marine is not to be
wholly dismissed by the fact that
the average cost per ton of the
ships was \$191.95, as compared to
the cost of the American ships, \$210
per ton. In the first place the
United States fleet was started as
a help to the war emergency, while
the Canadian fleet was started as
a help to the ship-building yards.
Secondly, a large portion of the
Canadian fleet was ordered long
after the war had finished, and
when by no chance could they have
been considered as a help to the
shipping situation. It was only by
the comparatively lower price of
the contracts let a year after the
war was over that the average
price was brought down to the fig-
ure of \$191.95 that stands as the
average for the whole fleet. The
ship-building adventure of the Cana-
dian Government was entered into
in March, 1918, at the time when
the Imperial Munition Board con-
tracts had been filled, and was
avowedly to help keep the ship-
building yards going that had been
engaged in those contracts, and not
for any need that existed for a
state-owned fleet. Canada's export
trade had always been well taken
care of by the shipping companies
in existence, and there was no
probability that they would not be
able to care for it when the war
emergency was past. The fact that
United States was building a huge
fleet was sufficient guarantee that
there would be plenty of shipping
forthcoming, independent of any ef-
fort that Canada could put forth.

THE size of ship that is most
profitable to run and the cheap-
est to build in cost per ton, is the
ship of from 6,500 to 12,000 tons,
but in spite of this, a very large
proportion of the Canadian fleet is
of a tonnage less than 5,000 a goodly
number being under 4,000 tons.
These small ships were built be-
cause of the limitations of the
canals, which made it impossible
for the yards on the Great Lakes
to build them in larger sizes. It
is true that a couple of ships of
over 4,000 tons were built on the
Great Lakes, but these ships, when
completed, had to be cut in two
after launching, and rebuilt after
passing down through the canals,
a fact which brought their com-
pleted price up considerably. The
difference in the price per ton of
the large and small ship can be
plainly seen, when it is shown that
of two ships built at a Canadian
yard, one of 4,575 tons, cost \$207
per ton, while a second of 8,400
tons, ordered in the same month,
cost only \$180 per ton. Contracts
were let for two ships at Prince
Rupert, of 8,390 tons each, in Feb-
ruary, 1919, at a price of \$198 per
ton, three months after the war was
over, as against a price for the
same size ship, in May, 1918, while
war was on, of \$180 per ton, in an
eastern yard. The company that
built these two ships was formed
for the purpose, and did not rep-
resent any old industry that needed
support through a trying time.

A FURTHER fact is that in
March, 1919, all the con-
tracts had been let for 45 ships, a
very respectable fleet, and from

ers would have nothing to do with
them.

THE Government of Canada
would have been well advised
if, in the beginning of 1919, they
had refused to be stampeded into
ordering more ships, and have en-
deavored to get rid of those they
had. As it stands we have a fleet
of 63 vessels, which represent a
huge investment, and a probable
source of expense to the country
for years to come. It is doubtful
if the ships could be sold at all at
the present time, and if they could
it would be at an immense sacrifice.
It would be probably better to ac-
cept this sacrifice, however, than
to continue pouring money into the
ocean for years to come. The finan-
cial position of Canada is not such
that she can afford luxuries of this
nature. Canadian manufacturers, on
the word of the minister of marine
himself, have not proved themselves
particularly anxious to enter into
the export business in a way to
keep the fleet employed. If the only
basis of pride is that the ships were
\$24 per ton cheaper than the United
States fleet, which has been a scan-
dal to the world, there is little com-
fort to be gained from it. Instead
of an asset it represents a liability.

The result of the second year's
working is still to be known, but
in view of the fact that the past
year has been one of the worst in
the annals of shipping, it is to be
expected that a huge loss will be
shown.

The cost to the country of this
fleet will further be realized when
it is stated that at the present day
ships of the class owned by the
Government can be purchased in the
open market at less than \$100
per ton, so that practically half the
value of the fleet should be writ-
ten off completely to give them a
true value. It has been said that
the fleet is well worth while as an
advertisement for Canada, but an
advertisement that cost \$73,000,000
and hundreds of thousands a year
to keep running is merely a big ap-
propriation for a country of less
than 9,000,000 people.

THE fact that the ships can be
used to open up new routes is
often stated. There is no one
quicker to start up a new route than
the ordinary ship-owner when the
prospects of trade warrant it. For
a government to open up a special
route with expensive ships just to
benefit one or two particular man-
ufacturers can hardly be good busi-
ness. There is this difference be-
tween a railway and a shipping
fleet. The railway is contained in
the country, and to a certain ex-
tent can make freight rates to sup-
port itself, without any very great
amount of competition. A shipping
fleet, on the other hand, has to
compete with the whole world's
fleets, and the rates it can secure
are based entirely on competitive
rates throughout the world. A rail-
way cannot come in from a foreign
country to compete with the rail-
ways already in the country, but
the ships of any nation can compete
with the ships of any other nation
all over the seven seas. When it
is considered that the ships of the
Canadian fleet are of a type for
the most part that handicaps them
in this kind of competition, it will
be seen that the fact of them being
built for \$191.95 per ton is not such
a cause for gratification. It is
noteworthy that as soon as the war
was finished the British Government
bent every effort to selling the
ships they had on their hands to
private owners, and this was ac-
complished in a reasonable time,
though of course at a considerable
loss. United States endeavored to
do the same thing, but owing to the
immense capital cost, private own-

WITH AN OPEN MIND

DISCUSSING tariff matters from
many angles, the Farm and
Ranch Review of Calgary says in
part:

It seems to me, that we are
"barking up the wrong tree." The
question is not whether we want a
protective tariff. The point is,
whether we want industries in Can-
ada and, if we do, whether we are
prepared to pay the price. All the
evidence so far seems to show that
we cannot have industries without
a tariff. If so, the real points are:
What are the minimum tariff re-
quirements in each case? How can
we prevent abuse and can we suc-
cessfully regulate the domestic
price? Personally, I am not a
worshipper of the industrial state.
It leads to congest cities, with
their slums and immorality; to un-
employment, social strife and de-
mands for class legislation. If the
state is to provide "unemployment
insurance" or tariff protection, why
not a guaranteed minimum price
of agricultural products? The prin-
ciple is precisely the same. It all
amounts to a guaranteed livelihood.
However, those who believe that

national development is impossible
without industrial development,
base their argument on what is un-
doubtedly a fact, namely, that Can-
ada cannot hold her population un-
less she can offer a variety of oc-
cupations to her citizens. Other-
wise, they would emigrate; which
they are doing even now in alarm-
ing proportions. And we must have
population to pay our huge national
debt.

Rightly or wrongly, we have al-
ready created an industrial state.
What are we going to do about it?
If I were a political leader, I should
hate to commit myself to any dra-
matic course of action. I should much
prefer to take office with an open
mind and form my conclusions when
I had authentic information to base
intelligent action on, which no
political leader has at present. As
long as the tariff is regarded as the
popular political football, we are
not likely ever to have fiscal poli-
cies based on sound economics. But
that does not appear to me to be
any good reason why the average
voter should not think these mat-
ters out for himself.

COMMON SENSE WAYS TO KEEP WELL.

EARLY TUBERCULOSIS



TUBERCULOSIS
comes into almost
everyone's life at
some time. Few
households escape
it entirely. Perhaps,
no immediate mem-
ber of your family
has fallen a victim
to this dread dis-
ease, but the fact
that all of us have
the germs of tuber-
culosis in our
bodies waiting un-
til some time when our systems are
weakened should give us pause.

"The great white plague of the
north," as Oliver Wendell Holmes once
called this disease, kills approximately
100,000 persons each year in Canada and
the United States. Every third person
between 15 and 60 dies of it, or every
fourth person between 20 and 40. It
disables and renders useless those who
have it, and often beggars their fami-
lies. It costs in life and labor five
hundred million dollars.

These facts should make a person
having suspicious symptoms stop and
consider. Tuberculosis, if caught in its

early stage can be cured, but if left to
develop it is invincible.
The person having early tuberculosis
may not suspect it or even know that
he is ill. There are certain signs, how-
ever, which should prompt the intelli-
gent person to seek expert examination.
These signs are:

1. Weariness out of proportion to the
day's work, especially when it appears
in a person usually energetic and active.
2. Cough. Tuberculosis may exist and
become far advanced without cough, or
the cough may not be more than a
slight tendency to clear the throat. Any
cough or necessity for clearing the
throat that lasts more than two or three
weeks should be looked upon with sus-
picion.
3. Loss of appetite, or a flinchy
appetite.
4. Loss of weight, not otherwise ac-
counted for.
5. Slight fever in the afternoon.
6. Shortness of breath, especially on
slight exertion, may often be an early
symptom.
7. Continued hoarseness or loss of
voice should have immediate attention.
8. Digestive disturbances always ac-
company tuberculosis.
9. Blood in the spit rarely occurs in

any other condition than that of tuber-
culosis. Even slightly streaked spit
should cause the patient to seek medi-
cal advice.

READ YOUR CHARACTER

(By Digby Phillips.)

NO. 20—THE STIFF UPPER LIP.
One of the most astounding things
about character reading is the way in
which so many conclusions, scientific-
ally proved by examination of thou-
sands of cases, are found to correspond
closely with popular ideas on the sub-
ject.

Occasionally the scientific investiga-
tion proves the popular idea wrong, but
far oftener, almost overwhelmingly of-
tener, it proves it right. Take the case of the stiff upper lip.
You know the expression, "Keep a stiff
upper lip," and what it means. It
means, of course, to be indifferent, im-
pervious to what others think of you
through a crisis, to stand pat on your
own judgment, and not be swayed
from it.

Actually the long, stiff upper lip de-
notes permanent personal characteris-
tics almost identical.
This type of lip shows a decided ten-
dency to be independent of what other
people think. More than this, there is
a certain amount of indifference de-
noted.

The degree in which these qualities
are measured, however, is not entirely
by the actual length of the lip between
the nose and the red part, but to a
large extent by its shape in profile. If
it bulges between the nose and the red
part, this independence more likely than
not amounts to extreme self-satisfac-
tion. This isn't the conceit that likes
flattery. It is a self-contained opinion.
When well-controlled it may well be
an asset, but uncontrolled it generally
leads you from disaster to disaster, de-
spite the efforts of others.

Tomorrow—The Long Head.
(Copyright, 1921, by Public Ledger Co.)

SCIENTISTS OF ENGLAND HAVE HILARIOUS TIME

Form Club With Object of Barring All
Attempts at Seriousness.

NEW YORK, Oct. 28.—Discussing a
London cable that observation during
the recent eclipse showed the moon
was about twelve miles ahead of its
schedule, Dr. Ernest William Brown of
Yale, said today that the moon has
been off its course for at least 250
years. It makes a net gain of two
seconds a century in the time of its
revolutions around the earth.
"It has been known for 40 or 50
years," said Dr. Brown, "that the
moon's motion did not perfectly follow
the path calculated for it. It appar-
ently gains a second of time and then

gradually falls back again. The late
Dr. Simon Newcomb studied observa-
tions of the moon over a period of
250 years, and discovered that this un-
accountable motion had taken place
during the entire period."
Dr. Brown said various theories had
been suggested for these sudden bursts
of speed and slowing up of the moon,
but none are proved. Twelve miles
ahead of schedule means only one
second of time.

A French scientist has made it pos-
sible to view old paintings as they ap-
peared originally by means of polarized
light.

CUNARD ANCHOR-DONALDSON

CHRISTMAS SAILINGS.
TO GLASGOW.
From Halifax. Dec. 19. From Portland
Dec. 19. From London. Dec. 12.
TO PLYMOUTH, CHERBOURG
AND HAMBURG.
From Halifax-Saxonia. Dec. 10.

MONTREAL-GLASGOW.
Nov. 5. From London. Dec. 5.
Nov. 19. From London. Dec. 19.
PORTLAND-HALIFAX-GLASGOW.
From Halifax. Dec. 10. From London.
Dec. 10. From London. Dec. 10. From
Dec. 28. Mar. 2-Cassandra-Dec. 30. Mar. 4
HALIFAX-PLYMOUTH, CHERBOURG
AND HAMBURG.
Dec. 10. Jan. 23. Mar. 18. Saxonia
N. Y.-GLASGOW (Via Merville)
Nov. 5. Dec. 19. Columbia
Nov. 15. Dec. 21. Aquitania

MOBILE-LIVERPOOL AND
GLASGOW.
From N. Y. Dec. 5. From Boston
Dec. 3. From London. Dec. 5.
NEW YORK-LIVERPOOL.
Nov. 3. Dec. 10. Albany
Nov. 15. Dec. 24. Jan. 28. Saxonia
N. Y.-CHERBOURG, SHANTON.
Nov. 5. Dec. 3. Dec. 31. Carmania
Nov. 15. Dec. 13. Feb. 7. Aquitania
N. Y.-PLYMOUTH, CHERBOURG
AND HAMBURG.
Oct. 29. Dec. 8. Jan. 21. Saxonia
N. Y.-VIGO, GIBRALTAR, PATRAS,
DUBROVNIK, NAPLES, TRIESTE
AND Fiume.
Oct. 29. Dec. 19. Dec. 19. Italia

MEDITERRANEAN CRUISES
FROM NEW YORK TO
MADRID, GIBRALTAR, ALGIERS,
MONACO, GENOA, NAPLES,
PATRAS, TRIESTE AND
ALEXANDRIA.
Nov. 19. Jan. 19. Cameronia
Dec. 7. Carmania
Both steamers do not call at all
ports.

For rates of passage, freight and further
particulars apply to local agents or
THE ROBERT REFORM CO., LIMITED
GENERAL AGENTS
60 KING STREET EAST
TORONTO, ONT.

Fall Inventory Sale

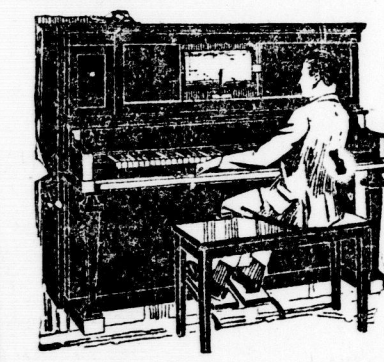
THE GREATEST BARGAINS WE
HAVE EVER OFFERED IN USED

PIANOS AND PLAYER-PIANOS

Easy Terms To Suit Your Convenience

Player-Pianos To Be Sacrificed Away Below Cost

Our Fall inventory shows a larger stock of used instruments
than usual, so our stock of Pianos and Player-Pianos must be
reduced immediately. The one quick way to do that is to make
the prices lower than we have ever made them before. These
instruments have only been used for demonstration purposes.
Every piano is in perfect condition, and carries the full
Nordheimer guarantee. You have never seen such bar-
gains as these. Read them over and come in while the
assortment is complete.



KARN—Largest size Colonial design,
rich mahogany; regular
price \$1,100. Sale price

NORDHEIMER PLAYER—Apar-
ment size, fumed oak; regular price
\$1,050. Sale price \$735

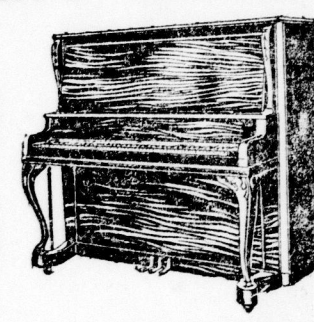
TWO NORDHEIMER PLAYERS—
Large style, handsome mahogany
cases; regular price \$1,200. \$900
Sale price

FREE

WITH EVERY PIANO A BEAUTIFUL PIANO BENCH AND \$15 WORTH
OF ROLLS OF MUSIC OF YOUR OWN CHOICE.

NORDHEIMER PIANOS AT PRICES YOU CAN'T AFFORD TO OVERLOOK

These instruments have been rented during the summer months,
and are slightly marred. In most cases the marks are hardly
noticeable, and every instrument is in splendid mechanical condi-
tion, and has the famous Nordheimer beauty of tone. Note the
decided cut in the prices—only when you see the instruments can
you realize the true bargains being offered.



STYLE B—Ma-
hogany. Regular
price, \$650. Sale
price, \$525

B WALNUT—Reg-
ular price, \$675.
Sale price, \$550

STYLE LOUIS—
Walnut. Regular
price \$725. Sale
price, \$590

LOUIS—Mahog-
any. Regular price,
\$700. Sale price,
\$560

LANSDOWNE—
Regular price, \$550.
Sale price, \$428

FREE

A HANDSOME PIANO BENCH WORTH \$15.00 IS GIVEN FREE WITH
ANY PIANO PURCHASED DURING THIS SALE.

Nordheimer Piano & Music Co. Ltd.

225 227 DUNDAS STREET, LONDON.