

London Advertiser

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The London Advertiser Printing Co.,
Limited.

LONDON, SATURDAY, DEC. 27.

HIS OWN MAN.

There is a strong suspicion abroad that there is only one candidate for the London mayoralty, after all. At least Al. Richter appears to be the only man who is his own man and no one else's; who does not need to be set up on a pedestal by anyone's stentil, to be carried through on someone else's ticket.

Mayorality candidates in a city the size of London should be able to stand on their own records. They should be of sufficient size to be considered for themselves alone. They assume very small proportions when they have to be rubber-stamped and labelled for election. When they are "third terms" they may need bolstering up, but London is large-sized city than to accept any man save on his own record and his own name.

CLEARING UP THE ISSUE.

The Advertiser is quite willing to publish letters of public interest in the discussion that has arisen over the natural gas situation. Some people think that the matter was rushed through without much opportunity for discussion, and that if the matter had been thoroughly threshed out some months ago the electors would be in a position to express their opinion.

At first it seemed that the city was to be made to smell to heaven, but on second thought it does not seem reasonable that the City Gas Company would place its entire business in jeopardy unless it was prepared to insure an odorless service to the city. In Brantford and Paris, from which places the stories of headaches and dizziness have emanated, it seems that a brand of odorless gas has been used for some time. If the gas leaked you could not detect it. When the Tilbury gas, which has a strong odor of sulphur, was turned into the mains at those places, it was effective in finding that the whole system of pipes was leaky. It is unlikely that a parallel situation could exist in London. The artificial gas at present used in almost every home, makes its presence quickly known by its odor, and there are few leaks that are not given immediate attention.

From an industrial point of view natural gas will give the city a strong talking point in securing industries. There is a class of industry affecting the manufacture of glass, which depends upon natural gas, and it is likely that London would gain an advantage. The board of trade's report on the subject cannot be looked upon as biased.

The whole thing seems to be up to the City Gas Company. If the gas is not satisfactory all around the company is taking the gravest chances, and the Advertiser thinks too much of the business ability of its officers to believe that they will risk their entire connection unless there are certain of satisfactory service from natural gas. As Mr. J. C. Duffield has pointed out there are 75,000 satisfied users of the Tilbury gas at present; that is the best advertisement the article could have.

But if any citizen wishes to advance an opinion the Advertiser will gladly print his views. Now is the time to clean up the points at issue; not after the door has been shut.

OUR ASSOCIATE EDITOR.

Mr. A. A. MacIntosh, for some years city editor of The Toronto Globe, and prior to that time managing editor of The Syracuse Post-Standard, comes to The Advertiser as associate editor. Mr. MacIntosh will be immediately connected with the morning edition to be printed for the first time on Jan. 1, and the management feels that his long experience and recognized ability in the profession makes certain the production of a morning edition that will be second to none in the country.

The Advertiser secures an addition to its present able staff who has, through force of sheer ability, become a prominent figure among newspapermen on both sides of the line. His name will grace the pages of The Advertiser's biography when it is written with the names of those who have passed along, all leaving some monuments to their abilities and distinctive personalities.

The present members of The Advertiser staff welcome Mr. MacIntosh, and bespeak for him the co-operation he has received on such papers as The Globe and The Post-Standard.

FOR CHEAPER FISH.

The Hon. Mr. Hanna, provincial secretary, has a very emphatic way of talking, and when you listen to him you get the idea that he has really done something or that he is going to do it. Unfortunately his performances do not always come up to his utterances. A short time ago, in a speech at Guelph, he was apparently very determined in his attitude towards the

American Fish Trust, which gobbled up all the proceeds of our local fishermen, and carted it over to the United States. He was going to stop that sort of thing.

We should be pleased to see him successful in carrying out his promise. We all want cheaper fish, and we do not care who gets it for us. The fact that the fisheries are not in Mr. Hanna's department, and that he really proposes doing what Dr. Reaume ought to do, will not trouble us in the slightest. And we are not likely to inquire very closely as to the means he may adopt for his purposes. The main thing is that he should do what he said.

Apparently, however, the task he has set himself is not as arduous nor as comprehensive as was supposed. From all that can be learned he is going to confine himself to doing enough fishing to secure what is needed of this useful article to supply the tables of the prisons and asylums under control of the Government. That is all right as far as it goes. It will save the Government some money, and that is good as far as it goes, though it would be still better if we did not know that all the money the Government might save on its fish bill it would spend in some other direction. But no matter what it saves through Mr. Hanna's fishing expeditions it will not relieve the average housekeeper outside of the jail or the asylum. His fish will cost as much as ever. And that is where we want someone to take hold and do something besides talking.

It is unfortunate that the great fish combines should control us nearly as much as they do our neighbors. We cannot blame our Ontario fishermen. They naturally want to sell their goods where they can get the best price. And if in seeking a quick sale in the United States they get into the clutches of those combines, who will insist on having all of the catch, or taking none, they may be blamed for making what they think is the best bargain for themselves.

There are only two methods, apparently, for the Ontario Government to interfere effectively. One is to place an export duty on fish and protect the article, as they do certain kinds of pulpwood. Another is to go into the fishing business, not to the extent of supplying only Government institutions, but of supplying all the people at cost price. Theoretically, either of these remedies looks satisfactory; practically, we are sure there will be difficulties in attempting either. When one comes to consider promising theoretical propositions their objectionable features become apparent.

We are not going to discuss these questions just now, but merely mention them to show that Mr. Hanna will have more to do than catch a few tons of fish each day in order to help the Canadian market as free as that of the United States. Increasing facilities for trade help to break down monopolies more than anything else. Take away restrictions, break down barriers, and seller and buyer come closer together. And the closer they come to each other the more profitable the trade for each of them.

VOTE FOR SUNDAY CARS.

That argument about the rich man with his motor car may be hackneyed but it is nevertheless the strongest that can be advanced in favor of Sunday cars.

Sunday cars would be a great convenience to many people in London for church-going and for visiting the sick in the hospitals and friends residing at a distance. And we do not think that the poor man is committing any crime against religion or morality if he wants to take a ride on Sunday for the pleasure and relaxation he may get out of it. We would sincerely advocate that the cars should be run to Springbank on Sunday with certain hours, and that all God's great outdoors should be made more accessible.

We can understand the position of opposition many good people honestly take to this issue, but we believe that it is more traditional than spiritual.

TRUCK AND TRADE.

A Tory paper, commenting on our large and increasing trade with the United States, wants to know if this is satisfactory to the Grits, "or would they prefer to have all our truck and trade with the Yankees?" We never objected to trade with the Yankees or any other people, if the trade was going to be profitable to Canadians. But has the Government, which was opposed to "truck and trade with the Yankees," devised any plan to lessen that trade? Since it came into power our trade with the United States has increased, and with the new tariff across the lines it will increase still more.

What have they done to prevent it? Can they find us better markets? They throw off all duties on English goods, so as to develop our trade with the motherland? Where is the "no truck, no trade" policy now? Never mind what those "Grits" may think, or what they may want; tell us what the Government is doing to increase important trade, or provide us with profitable markets, instead of those in the United States.

No third term.

No politics in municipal affairs.

Some of the men on that petition just wanted to get him out. Quite so; the "R" in that long name may stand for "rubber stamp." It's a bold admission to say that

the affairs of the electrified line must be handled in the dark.

The Morning Advertiser will bring thousands more Western Ontarians in close touch with London.

Sunday cars on the traction line increased church attendance. And there has never been an unseemly act reported on the line on the Sabbath day.

There is something in the charge that municipal nominations have become a joke. Mr. Jones thinks it would be fine fun for Mr. Brown to see his name in the list of candidates. But it does not tend to increase the dignity of running for office.

HE ADMITS IT.

[Detroit Free Press.]
"Do you see that homely woman over there?"

"No."

"She's Green's wife. And what's more, he just admitted it to me a minute ago."

WAITING.

[Detroit Free Press.]
There's a hole in the toe of my sock. My gloves are all tattered and torn. Depleted of my negligible stock, for shirts I do not fit to be worn. But the women folks cry, "Now don't go out and buy. Just wait until Christmas Day morn."

ALWAYS HANDY.

[Florida Times-Union.]
A woman never loses her temper. It's one thing she keeps forever where she can always put her hand on it.

APPROPRIATE GIFTS.

[Kansas City Journal.]
My wife gave me a parlor rug. Last Christmas: best of wives. The year before I got a score of silver-plated knives.

I think that I'll return this year. The favor, as it were. It will be fun; I have a gun. Picked out this time for her.

STATE OF MIND.

[Saskatoon Star.]
Announcement that a Pittsburg church purposes to segregate men from women in Bible classes, because "it is possible to handle certain subjects without embarrassment with men present," leads to a conclusion that the theatre is not the only institution suffering from sex obsession.

A WISH.

I have no faith in mystic signs. As harbingers of good or ill; But one sign I would like to see. On letter-boxes: Post No Bills.

PLAYING THE GAME.

[Los Angeles Times.]
A lady has sued her husband's family for a big fortune on the ground that they alienated his affections. After marriage vows have been exchanged those who take them have no business sacrificing each other to anyone else. Married people have to confound in other every point of kindness and fairness, but the contract never stick if relations are allowed to deteriorate to outsiders break up many homes. The sacrifice is useless because others cannot live the lives they are so willing to disturb. Families and friends break up many marriages before they happen, when they ought to be made, and when those who forestall them have nothing half so sweet or permanent to offer in their stead. Parents are often right in their advice to daughters, but just as often they are selfish. Men and women of age should be positive enough to choose their own happiness and to live it for themselves. When love is the real thing, neither parents, friends nor ambition should thwart its precious fulfillment.

UNENCOURAGED.

[Washington Star.]
"Is that boy of yours learning to play the piano?"
"I hope he is. But from the way it sounds, I don't think so."

BITTER THERE.

[Chicago Record-Herald.]
Arthur Hoffman has just become President of Switzerland. Mr. Hoffman was not contented to stay in his platform, speaking during his campaign. We cannot help thinking the Swiss method of electing presidents is better in some respects than the methods that obtain in American republics.

LIFE INSURANCE IN JAPAN.

[Chicago Journal.]
The total outstanding life insurance policies in Japan aggregate approximately \$425,000,000. The increase in

ABE MARTIN

SPECIAL TODAY
TURKEY
HASH



There's allus plenty o' room in th' wrong car. One o' th' poplar ways o' burnin' money is toadyn' after th' great.

business for the present year has averaged over \$6,000,000 a month, and it is estimated that at the end of 1913 the total life insurance business effective in Japan will amount to fully \$500,000,000. There are now thirty-six domestic life insurance companies doing business in Japan.

AN OVERFED BOY.

[Boston Transcript.]
An Iowa surgeon removed from a 4-year-old boy fourteen carpet tacks, three cartridges, three rivets, one nail, a ball of paper, a piece of chalk, sixteen inches of twine, and a small iron bar, from which one would judge that it is about time that this youngster had pockets in his pants.

SAYS HE WAS SLAMMED WITH A SHOE BRUSH

Dispute Over Wages Started a Row That Led to the Police Court.

Balkan hostilities were renewed at the police court this morning when two Greeks, Kreiz George and Nick George, had a warm dispute over wages. Kreiz claimed that Nick owed him \$15, and when he asked him to pay the latter hit him over the head with a shoe brush. Nick denied such cruelty, and a settlement was reached by the payment of \$5 to the complainant.

Edward McAllister, who was fined a few days ago on the charge of striking a woman across the face with his fist, appeared on a charge of drunk and disorderly conduct. He was fined \$20 or 21 days, and the magistrate told him he was a "brute."

George McDonald, who still had a hang-over in evidence in the docket, was fined \$5 and costs.

GEESSE ARE IN DEMAND FOR NEW YEAR'S TABLE

Active Sale of the Birds Is Driving Up the Prices.

New Year's Day is almost here, and geese are going up in price. The relationship between the two statements, they are synonymous. Following tradition, the geese is the proper fowl for the New Year dinner. Turkeys may be toothsome for Christmas, and many people may even like them for the initial day of the year, but to the family who trace their pedigree back to England no New Year dinner is complete without the goose. That is the final touch in the celebration.

In anticipation of the increasing demand, market prices have already shown a tendency to soar. This morning on the square geese sold for 15 to 17 cents. There was a noticeable activity in the sales that had been unprecedented this season. Taking this morning's selling as a basis, the goose will indeed come into its own on the table, along with the innumerable other good things, with the dawn of 1914.

UNNECESSARY WASTE.

[Canadian Press.]
Medicine list, Alta., Dec. 27.—One of Medicine Hat's glories is likely to pass away. In a statement issued today, City Engineer Grimmer condemned the practice of allowing the street gas lamps to burn all day, as they have for years.

BRALEY'S POEM TODAY

THE PLANTER

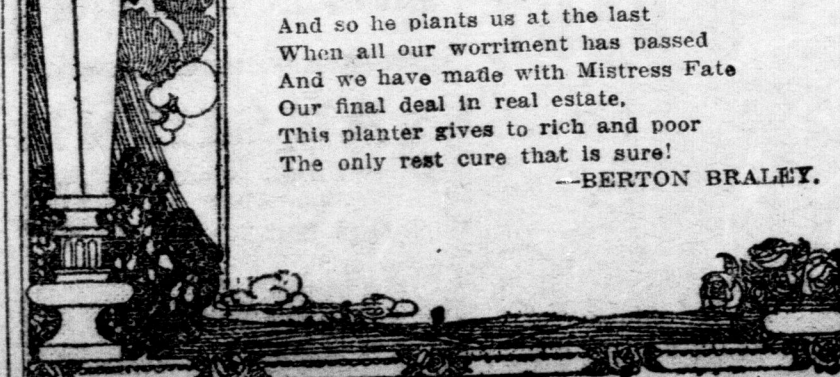
The Undertaker undertakes
To place us out of reach of aches
And all the pains and woes and things
That every year of living brings:
He puts us in a place to rest
Where not a worry stirs the breast.
And yet—by some strange human whim
We do not seem to care for him—
We flee his presence, great and small,
Though finally he gets us all.

However much we like to ride,
We do not care to get inside
His stately carriage draped in black,
Because he never brings us back!

Reformers often make a bid
For fame by "putting on the lid,"
But he's more thorough, far, than they;
The lid he makes is there to stay
And nary change of politics
Will lift it off from where it sticks.

And so he plants us at the last
When all our worming has passed
And we have made with Mistress Fate
Our final deal in real estate,
This planter gives to rich and poor
The only rest cure that is sure!

—BERTON BRALEY.



THE VOICE OF THE PEOPLE

The Natural Gas Question.

To the Editor of The Advertiser:
Everyone who will take the trouble to investigate the question of natural gas for London will undoubtedly be convinced of its desirability, and I feel that I would be neglecting a plain duty if I did not take every opportunity to urge ratepayers to make themselves conversant with the facts.

Industrially London has everything to gain and nothing to lose by the natural gas bylaw. Situated as we are at present with other cities, compelling for new industries, offering natural gas for manufacturing purposes, we are distinctly handicapped.

This will be readily admitted, but the question of natural gas for domestic purposes is not so favorably considered, owing to the publicity which has been given the experience of Brantford. This, however, should not be allowed to cloud the issue. Brantford has been using an odorless natural gas, escapes of which are not easily detected, and the new gas has only demonstrated the faulty nature of the plumbing. In London, an escape of manufactured gas can be detected immediately, and as a matter of fact escapes are infrequent, and invariably caused by negligence. It may be taken for granted, therefore, that the plumbing in London is generally good, and that the experience of Brantford will not be repeated here.

The board of trade recently appointed a committee to investigate the advantages and disadvantages of natural gas. As it happened, the three men chosen were opposed to it. They visited Chatham, Wallaceburg and Sarnia, where natural gas has been used for years. They found everyone they approached to be enthusiastic about it, and that nine-tenths of the people used it in their homes. This committee report, which has been printed, and of which copies may be had on application, forms absolutely convincing testimony of the desirability of securing natural gas for London, not only for manufacturing purposes, but for heating and cooking as well.

Natural gas is not recommended by them for lighting, but the price of hydro for this purpose is so low that it is used by small householders everywhere. The small householders, too, will find natural gas a boon, effecting considerable saving in heating. For this purpose it is not only cheaper than coal but cleaner, and is regulated nicely, and requires no labor.

The price, of course, is important. This would average 35 cents all the year round, or about 35 cents during the winter months, owing to the reduction allowed after using 4,000 feet—which is equal in heat value to one-fifth of a ton of coal. The price at Sarnia and Wallaceburg is 20 cents net, and at Chatham and Windsor are both nearer the source of supply than we are in London. The price at Chatham is 35 cents and 25 cents net. Chatham, however, is only seven or eight miles from the source of supply, while London is 60 miles. At Hamilton, Brantford, Galt, Dundas and Paris the price of natural gas is 40 cents net. In fact, of these facts the price stipulated in the bylaw does not seem excessive.

The gas company are looking out for dividends, but a moment's consideration will suffice to show that they would not be the expense which is necessary to handle and distribute natural gas. If it is to be objectionable to their customers, in voting for the bylaw no risk is incurred, as if natural gas is found to be objectionable in London, the board of health assures us that they can prohibit its distribution, and the company will still be in a position to sell the manufactured product. Yours truly,
GORDON PHILIP,
Industrial Commissioner.
London, Dec. 27, 1913.

Mr. Hazen On Sunday Cars.

To the Editor of The Advertiser:
The electors of the city of London will have the following question submitted to them at the next municipal election: "Are you in favor of operating street railways on Sunday?"

If the majority of those voting upon this question give an answer in the affirmative, the way is then clear for the city council to enter into arrangements with the street railway company for the running of street cars upon the Lord's Day.

This is a question of great importance, and should have the serious consideration of every elector. Therefore, I wish to state a few reasons why I am opposed to Sunday cars for London.

(a) They are not necessary:—There are Christian churches within easy reach of all our citizens, and those most deeply interested in church attendance are not advocating Sunday cars. It has been found where Sunday cars have been in operation that it is more difficult to attend church services of age to the Sunday school, and young men and young women are attracted to the parks and pleasure resorts, rather than to the house of prayer.

(b) For Fresh Air—It is hard to find a place in London where fresh air is not easily accessible. A ten or fifteen minutes' walk from practically any part of the city will bring one to the parks or open fields. We may occasionally be convenient to board a Sunday car for some purpose, but convenience is one thing and necessity is another. Winnipeg does not deem it necessary to run its cars on Sunday until it had attained a population of about 100,000; neither did Toronto until it had reached a population of nearly four times the present population of London.

2. I am opposed to Sunday cars because it is a direct and indirect burden for many employees of the street railway company. Granted that they will be required to work only six days in seven, yet a rest day on a Monday is not as desirable or beneficial as upon a Sunday, because upon the week day the family are away to business or to school, and there are few if any opportunities for the uplifting associations of the house of God. The running of street cars upon the Sabbath day opens up the way to other Sunday work. Therefore, every true friend of the workingman will vote against Sunday cars.

3. I am opposed to Sunday cars because it tends to the destruction of the quiet and sanctity of the Lord's Day, and to the secularization of the spirit of the people and the day. We must remember that the lowering of our ideals concerning the Sabbath Day and the slackening of our reverence for sacred things sap the very foundations of the moral life of the people. We will not forget the statement of one of our aldermen, made at a recent meeting of the city council and the representatives of the street railway company. He was speaking of what would likely happen if Sunday cars should be operated. As reported, he said: "The hand concerns on Sunday night would attract thousands, and traffic to Springbank was a possibility in the near future." Mark this statement: It shows at the same time the real aim and the ultimate outcome of Sunday cars.

We will do well also to keep in mind

the utterance of the Rev. W. G. Hanna, speaking in one of our city churches some time ago. His words were to the effect: "If we were to get a clear view of Sunday cars as an effect on nations, we have an example in Scotland, where the Sabbath within a single generation has been broken down, and it is a fact well known and publicly stated on many occasions that the greatest factor in breaking down the Scottish Sabbath has been the Sunday tram or electric car." Yours truly,
GEORGE N. HAZEN,
156 Wellington street, London,
Dec. 15, 1913.

Only Needs Proper Plumbing.

To the Editor of The Advertiser:
I have had personal experience in connection with the use of natural gas as it is proposed to bring to London from the Tilbury field, and I am strongly of the opinion that it is in the interest of every workman in the city to vote in favor of the bylaw. I know that it will be a great saving in the cost of gas bills, and there is no trouble on account of odor where there is proper plumbing. JAMES H. BASTIA,
President Trades and Labor Council.

The First Birth in London.

To the Editor of The Advertiser:
A dispatch from Detroit in your edition of last night says that Mr. Andrew B. Morden, the first white child born in London, celebrated his first birthday yesterday. Ninety years ago there was no London, nor was anyone living on the site of what is now London. Mr. Morden may have been the first white child born to the city, but the first white child born in London was Nathaniel Yerec, who saw light in a cottage on the north-west corner of York and Front streets, somewhere between 1828 and 1830. At least, that is the first I have been able to discover. If anyone knows of an earlier birth, and can prove it, I should be pleased to hear from him. CL. T. CAMPBELL.

A Convert to Natural Gas.

To the Editor of The Advertiser:
Regarding the natural gas bylaw. As one of the committee delegated by the board of trade to look into this matter I was opposed to the bylaw, but after visiting Chatham, Wallaceburg and Sarnia, where this same gas has been in use for six years, and after interviewing upward of twenty people in all walks of life, both public and private, I returned home enthusiastically in favor of it. In the above places 90 per cent of the people use it for heating and cooking. The use of coal is almost unknown. The people in these towns don't have to use natural gas. They use it from choice, and have no objection to it. Surely that is sufficient evidence that it is entirely satisfactory. With proper plumbing I am confident it will prove a boon to the citizens of London, and I will personally strongly urge them to support the bylaw. Yours sincerely,
EL. C. MITCHELL,
London, Dec. 27, 1913.

Mr. McClary for Natural Gas.

To the Editor of The Advertiser:
We have been waiting for years, hoping to procure natural gas. It is now at our doors, ready, practically, for distribution. Criticisms from the press and critics, strongly impressing upon the citizens all its bad qualities, with some additions. There is a strong and a weak side to western natural gas; but one of the most important considerations, I think, is whether we can afford to do without it. In view of the fact that the western cities and towns have it, and would be very glad to see it turned down here, giving it greater security of permanence for their own use.

Our gas stoves have been for a lengthy time made, adapted for burning either natural or artificial gas, and they can be changed for natural gas at a trifling cost, with proper adjustments. A stove connected with a coal chimney, at a cost of from four to six dollars, and in every way suitable for the use of this gas. The full cost of the stove and the adjustment to be not to exceed one-third of the present cost of gas, assuming, as is claimed, that 650 feet or units, will be equivalent to 1,000 feet of artificial gas. With the ordinary coal stove and gas in the house, a suitable burner can be installed in the stove ready for use for a similar amount, and for a furnace for possibly from ten to fifteen dollars.

Every citizen who is interested in our city, looking for practical information, should carefully read the report of the special committee appointed to investigate the matter, and make a trip through the districts and investigate all sides of the natural gas question. It is claimed that these gentlemen embarked on this investigation prejudiced against it. They report first that it is not detrimental to public health, and in every town and city which they report on, the consumers almost universally endorse it, give preference over coal. Comparatively in every town investigated, the consumption from year to year has largely increased, by additional consumers. The whole population of London adopt it. They say in Wallaceburg, where installed, 300 used it; now there are 900 users out of a population of 4,000, which would mean practically the whole population. The conclusion of their report reads as follows:

"During our investigation, we did not interview anyone who would be willing to return to coal, and, in fact, at Chatham, where we endeavored to find the price of coal, nobody seemed to know anything about it. We found it to be particularly useful to small householders using individual stoves, which are cheap and effective, and with proper precaution there should be no escape of gas, or other objectionable results. For the benefit of manufacturers, we made particular inquiries whether gas was injurious to bolts, plates and tubes, and were assured that there was none, and that an even head of steam can be maintained at all times; and the statement was made that the use of gas means, for many reasons, a saving of labor and greatly reduced cost of fuel."

What is the trouble with Brantford? It is claimed that the eastern gas is odorless, and the Brantford gas gives through the city more or less leaky, with no means of detecting it, but that when the western gas is turned on these offensive odors develop. The gas in our city, escaping, is detected from the odor, and remedied. The accidents from explosions, I understand, have all developed from the eastern gas, the fact of its being odorless through the city more or less leaky, and the fact of its being odorless and liable to explode in a dwelling house is certainly a strong point against it. I can conceive that a housewife would be nervous, knowing she was subject to possible disaster through a bad leak, and that by lighting a match, that she and her family and home were liable to meet irreparable disaster. Personally, I would feel safer in the use of gas with offensive odor, through the fact of its being odorless, which could be detected, remedied, but which, with

odorless gas, would be difficult to detect and safeguard. I have no desire to boom natural gas; it must stand on its own merits. But from my viewpoint, I know of no one who would seriously suffer for the coalman and the gas company. This appears to be borne out by the arguments of St. Thomas, where the city owns the gas plant, and claim to be in an awkward position, as there is a bonded indebtedness against it, and they would not get enough returns from the distribution of natural gas to meet their bonded indebtedness, which would mean a direct tax on citizens for carrying on gas works to make up the difference. Yours truly,
J. H. MCCLARY,
London, Dec. 27, 1913.

Success From Florida!

To the Editor of The Advertiser:
From your Evening Advertiser I see you are on the eve of testing a morning paper, and I hope you will conduct it on the same lines of truthfulness and honesty as you have conducted your evening paper. If you do you are bound to be successful. If there is room for one morning daily paper in a city the size of London, there is certainly room for two—competition is the spice of success. London is good enough for any man to live in. I first visited London 49 years ago, and was almost fresh from college, when 25 years old, and thought it was just good enough for me, if not for a king. I should be an ingrate if I said one unkind word of London; for it is where I made some of my greatest successes. Hard work was the basis. You should keep up the waterwork, "Stay in Ontario," for of all the provinces and states I have visited on this continent, there is no province or state quite as good as Ontario, for climate and soil and people, that is, taken all the year round. You may use this letter in any form you like, or any part of it, and it will not hurt London. Hoping again that the morning issue will be successful, I remain, yours truly,
P. BIRTWISTLE,
Fort Myer, Florida, Dec. 21, 1913.

The Early-Closing Bylaw.

To the Editor of The Advertiser:
A bylaw having been passed and, we suppose a number of grocers have signed for the early-closing movement in this city, it is questionable if the said bylaw is legal. It certainly is, quite as just, as many of the poorer classes, who do not make large purchases, come at later hours and buy 5, 10 and 15 cents' worth of necessities, such as bread, fruit, confectioneries, vegetables, etc., and to deprive them of such a privilege and those of us who keep the smaller stores paying large rents, is a piece of injustice and savors strongly of class legislation, which British Parliament does not enact or even countenance. With many others, I will test the validity of any bylaw which says that we must close our places of business. Yours for the benefit of the public,
BIRD & CO
London, Dec. 26, 1913.

DRIVER CASHES CHEQUE AND THEN DISAPPEARS

Horse and Wagon Found Near St. Johns and an Arrest Will Follow.

While the police declined to disclose his name, they admitted this morning that a warrant had been issued against a young local man, who was charged with stealing \$30 from his employer, a butcher, whom he was employed by as a driver.

It was learned that the youth on Wednesday last was sent to the bank to draw \$30. He drove there in the delivery wagon, and after getting the cheque cashed he disappeared, and has not been seen since.

The horse