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Not a Fair Charge.

Is it necessary for a person, accepting public office, to drop out of public life for all time, as far as any political affiliation is concerned?

This question comes from an attack made by the Galt Reporter on W. G. Raymond of Brantford, who, after having been postmaster there for some years, resigns the office in order to contest the riding of Brantford for the Liberals. The Reporter says in part:

"The situation is interesting as showing that in Brantford office holders do not divest themselves, as is their duty, of partisan leanings. Mr. Raymond is a very able gentleman. But he hasn't lived up to the traditions of the service. All the time he has been in action. He appears such in action at what he doubtless considers the psychological moment. The mask is off. The Government that has paid him a handsome annual salary for the performance of clear-cut duties finds that during his term of office the Brantford postmaster has cherished a desire for a seat in Parliament, and cherishing that desire has read and cogitated for the one purpose of becoming at some future election the candidate of the party with which he had been allied before severing his relations with politics and politicians. It was thought that years ago Canadian office holders had too high a sense of duty to scheme while drawing public funds to advance their interests politically."

Postmaster Raymond has shattered this view, held by all classes, because of its general acceptance by the permanent office-holding members of the civil service.

The point raised by the Galt Reporter might have some bearing on the case if the paper were able to go ahead and make some application of the principle which it claims is involved. That paper does not charge that Postmaster Raymond has been a partisan officer—that he played politics while in office—that he was negligent in any way. What then? Simply this—he sees an issue that interests him, one in which he feels certain that he can participate to the advantage of his riding—he quits clean in order to enter the political field.

According to the Reporter we are to believe that once a man enters the service of the Government he erases from his mind all things political, and draws into a sort of sentiment-proof hut, through whose one wee window he can squint at the party in power and make sure that his pay check is headed in the right direction.

Until the Galt Reporter can level some more worthwhile charge at W. G. Raymond, it might be better employed than in spreading a campaign of whispering and innuendo.

Nothing New To Offer.

An advertisement appearing in one of the Eastern Ontario papers is headed "The Conservative Viewpoint—Our Candidate, Hugh Stewart—Our Platform, Protection."

And in these few words the whole case has been stated.

There is absolutely nothing of vision for the future.

There is no word of cheer for the taxpayer, who is already straining to make his income and his expenses meet. In too many cases there is a gap there right now, and it is growing larger.

There is nothing for the housewife, who knows what it costs to keep her family clothed and fed.

The soldier who was promised many and all things when he enlisted, and when he voted for Borden at the front under the most shameless promises of "long leave home," can find next to nothing at all in the Meligen manifesto.

There is no suggestion of relief from taxation.

The average family does not know the extent to which it is taxed. The city taxes are apparent, so is the income tax, but there are hundreds of other taxes which are collected indirectly, of which the consuming public never thinks.

It has been estimated by one of the best and most reliable financiers in Toronto that a man with an income of \$2,000 a year, and owning his own home, is paying, including the city levy, almost \$675 per year in the form of taxation. This figure was secured after the most careful investigation, covering a considerable period of time. It was made up largely of the indirect tax paid on nearly every article of consumption and wearing apparel.

For the relief of this state, the Tory party has nothing to offer.

The whole campaign is based on the cry of "Wolf! Wolf!"

It is being turned on phrases well calculated to scare people out of any idea of expecting a return of better times.

Getting Soaked.



—Kirby in the New York World.

Canadian Cattle.

It is claimed that Scottish farmers produce better beef cattle than Canadians, and that their stock brings \$40 to \$45 more per head on the English market than Canadian stock. Allowing that this is true, the outstanding reasons for it are not far to seek. The Scottish herds have better sires, and their feeding resources are also of the best.

But there is one way in which Canadian cattle can command a price in the English market more in harmony with that secured by the Scottish live stock men, and that is the landing of the Canadian cattle alive, and bringing them into condition before they are sold for butchering purposes. This can only be accomplished by the lifting of the present embargo.

Under present conditions, cattle from Canada must be slaughtered within ten days after landing at a British port, and, more than this, they are not allowed to be removed from the lairage at the landing stage. This forces the Canadian shipper to sell at a sacrifice.

The royal commission having reported in favor of the removal of the restrictions, both Canadian shippers and Scottish feeders are eagerly awaiting the repeal of the measure which authorizes them. From past experience live stock men have found that Canadian "stores" can be conditioned up to the home standard, and corresponding prices secured. It was as much a matter of surprise and regret for the Old Country farmer as for the Canadian when the trumped-up charge of disease in the Canadian herds was made the excuse for what was really a protective measure to placate the Irish dealers.

A Modern Argosy.

When Christopher Columbus set forth on his expedition for the discovery of a western passage to India he ran his nose into the American continent without being aware of the fact, and to the poor, benighted savages, whom he called Indians, he brought sundry presents of colored beads, hawk's bells and other trumpery that his previous contact with primitive races had taught him would be very acceptable. But those days have long passed away, and you cannot fool the foreigner with such toys as these. Gramophones, motor cars and electric washers are more in their line at the present period, the world having learned a thing or two since Christopher astonished the natives of San Salvador.

An expedition, the nature of which Columbus could never have dreamed, will set forth from London, England, in the summer of 1923. The ship will be called British Industry, and will be laden with the best that Britain can produce. She will make an eighteen months' voyage round the world, calling on her way at all important trade centers, and her object will be neither to fool the natives nor to unduly astonish them, but to show them what modern British skill and industry can accomplish.

Every detail of the ship from the masthead to the keel will be of British workmanship, and her internal arrangements will be quite different to those of any ship that ever floated. Britain has at last woken up to the fact that if she does not get a little practical advertising done she will be sidetracked by other nations, and will cease to rule the waves or anything else in the way of trade.

At a meeting of Canadian manufacturers which was held in this city last spring the project of sending a trade ship from Canada on a similar trip around the globe was discussed. The idea is a good one, and the signs of a revival which are now visible on the commercial horizon ought to be an encouragement to go ahead.

Fire Prevention.

Once upon a time there was a dangerous precipice over which the people were tumbling all the time, some getting badly hurt and others getting killed outright. It then became a question whether it was better to put up a fence to keep people from falling over or to provide an ambulance down in the valley to take care of them after the mischief had been done, and it was very wisely decided that prevention was better than cure, and so the

fence was erected. Of course, there was no necessity for the ambulance after that.

It is the same with fires. The great majority of the most destructive of these is preventable. In one were asked the principal cause of disastrous fires the answer could be given in one word—carelessness. This is why London is having a fire prevention week. The fire chief has issued an appeal to the citizens to render the outbreak of fires as rare as possible by taking the necessary precautions. These consist for the most part in keeping their cellars free from rubbish and combustible material of all sorts, and exercising care in the handling and disposal of hot ashes.

Nearly sixty-five million dollars worth of property was destroyed by fire during the last five years in Ontario alone, and many lives have been lost. Life-saving in the case of fire is not so much the furnishing of costly apparatus and the equipment of a large body of trained men; it is the safe-guarding of human life that is the big thing.

One of the most fertile sources of fires is the flinging down of lighted cigar or cigarette ends, or the dropping of lighted matches. Very few men blow out a match before casting it away, and still fewer put their foot on it after it has been cast away. Housewives leave boxes of matches lying around for children to play with, and many a babe has met its death from fire in the absence of its mother.

It is to be hoped that the citizens will heartily support the efforts of those who are endeavoring to reduce the risk to human life and property to a minimum by inculcating and adopting common-sense methods in guarding against this perpetual menace.

LITTLE 'TISERS

San Francisco high school girls have voted to wear cotton stockings, middie blouses and wash dresses. Trouble is they don't stay in high school very long.

A man who was once chief for Bismarck is now working on the heating apparatus at the Capitol in Washington. Another case of jumping out of the frying-pan into the fire.

A cable from Russia says that 13 per cent beer is sold there for one cent per glass. And now there's one grand holder among the thirsty to find out where under the sun this place is.

A New York barber shop has an orchestra playing from 4 to 6. That's a new one, as most of the bands are busy about that time of day playing in restaurants, now that the season for oyster stew is with us.

At a gun factory in Maryland they are now testing what is claimed to be the most powerful naval gun ever built. This, no doubt, can be led in and labeled Exhibit A at the disarmament conference.

They do tell that a Kansas man was out walking the veranda with the baby. He was all dressed up in his nightie, and was mistaken for an organizer of the Ku-Klux. Some enterprising maker of pyjamas should seize this incident to boost the sale of his goods.

One chain of hotels has 3,000 discarded hats that have been left by patrons. And no doubt Detroit and Buffalo hotels could produce an equal number of boots and shoes which have been left there by patriotic Canadians who can't for the life of them see the sense or reason for paying duty.

An Oklahoma court decides that a man has a perfect right to eat in his shirt-sleeves in a public dining hall. Two other points are still left to be cleared up, (1) eating pie with a knife, and (2) reaching over and spearing a piece of bread on a fork.

When these two are settled we'll all that the world is once more safe for democracy.

The ordinary house-fly can make a journey of from five to ten miles every 24 hours, according to the experts. And many a bald-headed man can tell said experts they don't know what they're talking about. For he has experienced many a combat with a fly that plays leap

frog all day, and never goes ten inches from his bald spot.

In Holland auctioneers start at a high figure and keep on coming down until they find a buyer. In this country we do things from the opposite end. It may be possible to arrive at the basis for a sale in this way, but it is hardly ever on the value of the article. As a matter of fact, the word "value" is a hard term to define. One of the best definitions is still a standard at one of the leading Ontario schools: "Value—The price arrived at between the least urgent seller and the least urgent buyer."

NOAH'S POETRY

Corns and Bunions.

Some folks is always prowlin' round to look for kinks what's new, they seem to have the notion that the old, old things won't do. They never do seem satisfied with what their grand-dads wore, they turn their snouts toward the sky about the things of yore.

The good old bootjack's gone to rest, it ain't growed here today, this fine old household implement has simply passed away. It was a fine old relic, 'twas awful hard to beat, for yankin' them old leather boots from off our weary feet.

The old bucksaw—that fine bucksaw, touched with a coat of red, now hangs and rusts its weary days beneath the old back-shed.

It was a grand old implement in days what's gone and fled, before the new fandangled things had turned the people's head—that pile of beech and maple, them logs that would not crack—they lubricated all the rusty joints—they sprouted muscles in the back.

The old tin basin, too, has fled, it had a splendid rep—it used to take its station outside the kitchen step. And husky men from out the barn we used to rest and pause, and in that old tin basin wash off our dirty claws.

There is one thing, though, I won't quit, a hundred years in age, its comforts they are plastered upon our history's page—I mean the good old slippers folks grew upon their feet, to rest their weary bones at night, to give to them a treat. Ah, how I love them poultice kind, them soft and sloppy kind, they bring unto my carcass a wondrous peace of mind.

Go, get your new, your fancy things to plant on top your socks, and gaze upon my ancient kind and get some awful shocks, but give to me those rough old things, those bucket-shaped old tribe, that let my corns and bunions have a rest at eventide.

—NOAH.

Read Your Character

[By Digby Phillips.]
7—Receding Chins.

There is a popular impression that the square, protruding chin is the sign of strong character. And so it is of a certain type of strong character.

There is also a popular impression that, as the reverse of this, a receding chin denotes weakness of character.

This is an error. In reality the receding chin, providing it is not so extreme as to be classed as a physical defect (in which case it is essential to draw no conclusions hastily), is a sign of an aggressive element in a person's nature. It is also an indication of quicker tendency to action.

"You're always taking a big chance," if you think you can insult a man with this sort of chin with impunity. As a matter of fact, he's more likely to be quick in his resentment than the man with the so-called "strong chin." He's more likely to resort to his fists, too, more likely to have a fight, and so on.

On the other hand, if a man or woman with a receding chin flared up and said some sharp things as the result of some clash, don't take them too seriously. They're far more likely to say them to your face than behind your back. Furthermore, the chances are that they'll forget the whole incident more quickly than you will, unless you have the same sort of chin yourself. Such people are not greatly given to brooding, over-sensitiveness or "grudges."

In general, the receding chin is the mark of the energetic type, the type that loves to start things, to blaze new trails, to do pioneer work, but which is not, on the other hand, so patient or enduring.

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TO THE EDITOR

RAILWAY WAGES.

Editor, Advertiser:
Sir—For some time the public, through the daily papers and other sources, have been well informed as to how the high railroad rates are keeping up the cost of living, and also causing business stagnation, through the small business not being able to pay such high freight rates and exorbitant charges.

The high freight rates are accounted for by the high wages paid the railroadman. Wherever a railroadman meets a businessman, farmer or other, he is openly accused of holding up the country by his demands for excessive wages.

Now, Mr. Public, as a man who has followed the rail for 20 years, I would like to give you a few facts, and ask you if the railroads and the railroadmen are getting a fair deal.

As everybody knows, the general expenses have risen nearly double since 1914, and as the increased cost has affected the family budget, the same has affected the railroads, making it necessary to increase rates. But have railroad rates been increased according to other increases?

This same applies to the railroad employees, whose expenses at home and away from home have soared with others. I believe if the public fully understood the life and pay of a railroadman he would not be knocked on every hand as one cause of the high cost of living and business depression.

You have read in the dailies about the exorbitant wages earned by this class of men, and I would ask how many you are acquainted with that earn more than will provide for a decent living standard.

I quote the following figures, from which you can judge for yourself as to wages:
A railroad passenger conductor, a promotion received after long and

faithful service, receives \$6.36 per day of eight hours, or 150 miles.

A freight conductor receives for day of eight hours or 100 miles, \$5.50, or \$6.32 for through or way freight and switching service respectively.

A passenger brakeman receives for day of eight hours or 150 miles, \$4.36. A freight brakeman receives for day of eight hours or 100 miles, \$4.48, or \$4.88 for through or way freight and switching service respectively.

I would ask you to consider how many days of eight hours will a railroad man have to work in order to receive the princely wage shown in the daily papers?

Another point to consider is the hours of service and expenses away from home.

A man in train service is called away from his home and may be back tomorrow, or may not be back for a week or more, which makes his expenses much higher than his fellow worker who is at home every night. When the majority of people are enjoying an evening either out or at their home, a railroad man is out keeping the lines of transportation moving to satisfy the needs, desires and pleasures of the public.

He knows no nights, Sundays or holidays to spend with his family. Can you realize a holiday where all the transportation employees take 74 hours off to enjoy a day as others do?

A man before entering the service is required to pass a medical examination, an examination on train and interlocking rules as required by law, an examination on air brake, steam heat and light, as required by the company, and has to periodically pass an ear and eye test.

Do you think a railroadman is "holding up the country for his own selfish end" when he leaves his home at the midnight hour in a blinding blizzard to fight the storm and weather at the risk of life and limb for 10 to 40 hours without rest or sleep, that the public may enjoy the privilege of transportation for the above princely remuneration?

In few other classes of service do men come under the law more than railroadmen or are held more responsible for life and property.

Did you ever realize when traveling in your comfortable sleeper at night; how, if a railroadman, after being on duty for 10 to 20 hours, failed in his duty, what might happen?

If the railroadmen were to refuse to work nights (when most of the freight is moved) or refused to work more than eight or ten hours per day, how would our vast trains of commodities be transported?

How can the railroad and public expect to obtain responsible men for this service if the remuneration is not sufficient to attract the best men our country can supply?

Hoping you will give the railroads and employees the same consideration as given other industries and workmen, for without railroads the large industries of our country would fail. I remain

ONE OF THE HOLD-UPS.

SURE THEY WERE DECEIVED.

They were in a railway train and were discussing Dickens.
"Well," said one, "John puts Bleak House first and Martin Chuzzlewit second."

"Excuse me, gentlemen," said a husky voice from the seat behind, "I don't know your pal, John, but you're both wrong. There ain't no such horses runnin'."

London & Port Stanley Railway

Effective Sept. 6, 1921.
TO ST. THOMAS: 1:30, 1:45, 1:55, 2:05, 2:20, 2:30, 2:40, 2:50, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:10, 4:20, 4:30, 4:40, 4:50, 5:00, 5:10, 5:20, 5:30, 5:40, 5:50, 6:00, 6:10, 6:20, 6:30, 6:40, 6:50, 7:00, 7:10, 7:20, 7:30, 7:40, 7:50, 8:00, 8:10, 8:20, 8:30, 8:40, 8:50, 9:00, 9:10, 9:20, 9:30, 9:40, 9:50, 10:00, 10:10, 10:20, 10:30, 10:40, 10:50, 11:00, 11:10, 11:20, 11:30, 11:40, 11:50, 12:00, 12:10, 12:20, 12:30, 12:40, 12:50, 1:00, 1:10, 1:20, 1:30, 1:40, 1:50, 2:00, 2:10, 2:20, 2:30, 2:40, 2:50, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:10, 4:20, 4:30, 4:40, 4:50, 5:00, 5:10, 5:20, 5:30, 5:40, 5:50, 6:00, 6:10, 6:20, 6:30, 6:40, 6:50, 7:00, 7:10, 7:20, 7:30, 7:40, 7:50, 8:00, 8:10, 8:20, 8:30, 8:40, 8:50, 9:00, 9:10, 9:20, 9:30, 9:40, 9:50, 10:00, 10:10, 10:20, 10:30, 10:40, 10:50, 11:00, 11:10, 11:20, 11:30, 11:40, 11:50, 12:00, 12:10, 12:20, 12:30, 12:40, 12:50, 1:00, 1:10, 1:20, 1:30, 1:40, 1:50, 2:00, 2:10, 2:20, 2:30, 2:40, 2:50, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:10, 4:20, 4:30, 4:40, 4:50, 5:00, 5:10, 5:20, 5:30, 5:40, 5:50, 6:00, 6:10, 6:20, 6:30, 6:40, 6:50, 7:00, 7:10, 7:20, 7:30, 7:40, 7:50, 8:00, 8:10, 8:20, 8:30, 8:40, 8:50, 9:00, 9:10, 9:20, 9:30, 9:40, 9:50, 10:00, 10:10, 10:20, 10:30, 10:40, 10:50, 11:00, 11:10, 11:20, 11:30, 11:40, 11:50, 12:00, 12:10, 12:20, 12:30, 12:40, 12:50, 1:00, 1:10, 1:20, 1:30, 1:40, 1:50, 2:00, 2:10, 2:20, 2:30, 2:40, 2:50, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:10, 4:20, 4:30, 4:40, 4:50, 5:00, 5:10, 5:20, 5:30, 5:40, 5:50, 6:00, 6:10, 6:20, 6:30, 6:40, 6:50, 7:00, 7:10, 7:20, 7:30, 7:40, 7:50, 8:00, 8:10, 8:20, 8:30, 8:40, 8:50, 9:00, 9:10, 9:20, 9:30, 9:40, 9:50, 10:00, 10:10, 10:20, 10:30, 10:40, 10:50, 11:00, 11:10, 11:20, 11:30, 11:40, 11:50, 12:00, 12:10, 12:20, 12:30, 12:40, 12:50, 1:00, 1:10, 1:20, 1:30, 1:40, 1:50, 2:00, 2:10, 2:20, 2:30, 2:40, 2:50, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:10, 4:20, 4:30, 4:40, 4:50, 5:00, 5:10, 5:20, 5:30, 5:40, 5:50, 6:00, 6:10, 6:20, 6:30, 6:40, 6:50, 7:00, 7:10, 7:20, 7:30, 7:40, 7:50, 8:00, 8:10, 8:20, 8:30, 8:40, 8:50, 9:00, 9:10, 9:20, 9:30, 9:40, 9:50, 10:00, 10:10, 10:20, 10:30, 10:40, 10:50, 11:00, 11:10, 11:20, 11:30, 11:40, 11:50, 12:00, 12:10, 12:20, 12:30, 12:40, 12:50, 1:00, 1:10, 1:20, 1:30, 1:40, 1:50, 2:00, 2:10, 2:20, 2:30, 2:40, 2:50, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:10, 4:20, 4:30, 4:40, 4:50, 5:00, 5:10, 5:20, 5:30, 5:40, 5:50, 6:00, 6:10, 6:20, 6:30, 6:40, 6:50, 7:00, 7:10, 7:20, 7:30, 7:40, 7:50, 8:00, 8:10, 8:20, 8:30, 8:40, 8:50, 9:00, 9:10, 9:20, 9:30, 9:40, 9:50, 10:00, 10:10, 10:20, 10:30, 10:40, 10:50, 11:00, 11:10, 11:20, 11:30, 11:40, 11:50, 12:00, 12:10, 12:20, 12:30, 12:40, 12:50, 1:00, 1:10, 1:20, 1:30, 1:40, 1:50, 2:00, 2:10, 2:20, 2:30, 2:40, 2:50, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:10, 4:20, 4:30, 4:40, 4:50, 5:00, 5:10, 5:20, 5:30, 5:40, 5:50, 6:00, 6:10, 6:20, 6:30, 6:40, 6:50, 7:00, 7:10, 7:20, 7:30, 7:40, 7:50, 8:00, 8:10, 8:20, 8:30, 8:40, 8:50, 9:00, 9:10, 9:20, 9:30, 9:40, 9:50, 10:00, 10:10, 10:20, 10:30, 10:40, 10:50, 11:00, 11:10, 11:20, 11:30, 11:40, 11:50, 12:00, 12:10, 12:20, 12:30, 12:40, 12:50, 1:00, 1:10, 1:20, 1:30, 1:40, 1:50, 2:00, 2:10, 2:20, 2:30, 2:40, 2:50, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:10, 4:20, 4:30, 4:40, 4:50, 5:00, 5:10, 5:20, 5:30, 5:40, 5:50, 6:00, 6:10, 6:20, 6:30, 6:40, 6:50, 7:00, 7:10, 7:20, 7:30, 7:40, 7:50, 8:00, 8:10, 8:20, 8:30, 8:40, 8:50, 9:00, 9:10, 9:20, 9:30, 9:40, 9:50, 10:00, 10:10, 10:20, 10:30, 10:40, 10:50, 11:00, 11:10, 11:20, 11:30, 11:40, 11:50, 12:00, 12:10, 12:20, 12:30, 12:40, 12:50, 1:00, 1:10, 1:20, 1:30, 1:40, 1:50, 2:00, 2:10, 2:20, 2:30, 2:40, 2:50, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:10, 4:20, 4:30, 4:40, 4:50, 5:00, 5:10, 5:20, 5:30, 5:40, 5:50, 6:00, 6:10, 6:20, 6:30, 6:40, 6:50, 7:00, 7:10, 7:20, 7:30, 7:40, 7:50, 8:00, 8:10, 8:20, 8:30,