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London, Ont., Thursday, March 16.

Mr. Crerar's Address.

HON. T. A. CERERAR, leader of the Progressives in the House of Commons, has issued a speech from the throne all his own—or, in other words, he has made it quite plain where he stands in the house on matters of policy. He starts his program on very tenable grounds, viz.: That the Progressives are more concerned about the advancement of certain principles than they are for the success of any particular party. Mr. CERERAR has hitched his wagon to a star, and it is to be hoped he finds the driving good. Then, also he has stated a principle that no political leader would dare ignore, viz.: That the success of any party must be only of the most superficial sort if it does not carry with it the success and prosperity of the people of that country, regardless of their political affiliation. In other words, political success is a result and not a primary consideration.

Mr. CERERAR, in his references to the tariff, made it quite plain that he looked forward to the removal of duty on agricultural implements. It is not likely that it would be possible to get such a measure through the house. It is true that a clause to this effect was contained in the 1919 platform of the Liberal party, but since that time a very widespread movement among agriculturists has changed matters to some extent. The government in power at Ottawa today is not a free trade government. This point has been abundantly established. Neither is it a high tariff administration. It is true to Liberal principles of first ascertaining the known revenue needs of the country, and then seeking to meet them in a way that will put the burden on those best able to bear it. Mr. FIELDING is of the tariff for revenue school, and it will be along this line that Liberal policies will in all likelihood be formed.

Mr. CERERAR also intimates that he is in favor of public ownership, speaking particularly of the National Railways. There is hardly any other course open to the government at this time, and so it will be that the policy favoring a fair trial of public ownership will be subscribed to by men on both sides of the house who, were it not for the necessity of the case, would not be advocates of the policy of public ownership of railways. HON. MACKENZIE KING, when he was appealing to the electors, declared that he was willing to give public operation of the National Railways a fair trial, and he carried that statement through his campaign. There are competent men in charge of these roads, but consolidation is necessary to cut down the annual deficits, which are of such proportions that they cannot be carried indefinitely. So Mr. CERERAR will find that he can support an honest effort to see what can be done by public ownership to straighten out the railroad situation, which constitutes probably the most serious financial problem we have at the moment.

When he touched on immigration one could have wished that he might have gone farther in the offering of some definite lines along which he would work.

He states the case from a very secure premise. It is easy to account for a million more people than the last census showed as living in Canada. He asks where have they gone, and of what use is it to bring more people into Canada when those who do come are leaving and taking up their permanent residence elsewhere. Now, that question has been put by many people besides Mr. CERERAR, and it has never been answered satisfactorily. It may be that in future addresses Mr. CERERAR, with his knowledge of the West, will throw a new light on the question, for the country is certainly anxious for all the first-hand information it can get along this line.

The Progressive leader also touched on the matter of taxation, which will find a response in the minds of many in Canada, regardless of politics. As things are at present it is possible for a man to be paying city, provincial and federal taxes on the same income, certainly a situation that calls for a remedy.

On the whole, Mr. CERERAR's speech was reasonable, true to the wishes of the people who elected him, and not unsympathetic toward the views and aims of the government. Despite the very apparent attempts of Mr. MCKENNA to hammer a wedge in between Liberals and Progressives, and in this way hamper the carrying on of government business, the whole tone of Mr. CERERAR's speech was such as to permit of the interpretation that Mr. MCKENNA's attempts had actually strengthened the understanding between the premier and HON. MR. CERERAR.

London's Tax Rate.

UNLESS SOME very drastic changes are made in the meantime, London's tax rate will be obliged to meet an expenditure of £2,377,866. Last year it was £2,041,556, showing an increase for the present year of £336,310, of which £122,000 is accounted for by the item covered by "Public Schools."

Last year London had a tax rate of 38.31 mills. The levy this year is being based on an increased assess-

LET US BE DONE WITH BULLDOZING.



ment. Were the same amount necessary this year as last the tax rate on the basis of the higher assessment would be about 34 mills.

On the basis of present visible estimates it will be about 39 mills on the new assessment.

Nor does this explain the whole amounts that citizens have to contribute. This year there is a sum of \$78,729 to be raised as the city share of local improvements. This will mean that citizens, as their share, will have to put up about \$200,000.

London went ahead and made a horizontal increase in its assessment. The plea all through has been that the increased assessment would not be used as a margin on which to increase the tax levy to the ratepayer. Or, to put it another way, in the mayor's words, the increased assessment shall be used to decrease the tax rate.

Such an aim and idea is fine, splendid, and all the rest of it, but the fact is this: Once established the high assessment and it is very easy to bring along the high tax rate as well. Once the assessment is increased it is possible to have both a high assessment and a high rate.

It is not fair to the ratepayers of London to take more money from them this year than last in the shape of taxes, for the very good reason that many of the people have not the money with which to pay the increase.

A municipality must conduct its affairs like an individual family or a firm. There are plenty of families and firms in London today doing business under the slogan: "Lay off on the increases." It is plain common sense and good business judgment.

London must continue increasing as a city of homes; it must be known as a place where it is possible and desirable for a man to own his own home without it costing so much that he is cramped in other particulars. In fact, there is no other feature that can make a centre more desirable, and once this fact is established a long distance has been covered toward creating a desirable labor market.

The ability of the people to pay must, to a large extent, determine the extent to which tax levies shall be made on them. London is at the point where additional levies would be too much to ask of the people.

The Railway Problem.

ATTENTION HAS been drawn previously to a series of articles by J. L. PAYNE, formerly statistical expert of the department of railways and canals, appearing in Toronto Saturday Night.

In the third article attention is drawn to the position of the Grand Trunk, a railway which is largely dependent on United States points for its traffic.

"The absorption of the Grand Trunk into the Canadian National system was a blunder from every point of view," states Mr. PAYNE. The Canadian Northern and the Grand Trunk Pacific were taken over because they were insolvent and unable to proceed. That was not the case with the Grand Trunk. Relieved of its obligations on account of the Grand Trunk Pacific, it could have continued on its way indefinitely.

"The Grand Trunk was the pioneer railway of Canada. It has a noble history. Its rise and growth is the story of the rise and growth of Canada. It was built without public aid, and that counts for something. Away back in the pre-Confederation days it was given a loan of \$15,000,000 which it never repaid, and that was all it ever got. British capital constructed it. For much longer than half a century it paid its way and gave to Canada a service infinitely beyond valuation. We may place a high estimate on the strength to Canadian credit which the success of the Canadian Pacific has contributed, but we should not forget the long and hard pioneer days of the Grand Trunk, nor lower its standing nor its

condition to that of the Canadian Northern when that was acquired by the Canadian government.

"This statement need not be burdened with statistical data to prove that the Grand Trunk, within its own lines, always paid its way and never once repudiated any of its obligations. No one had for a moment contended that it was bankrupt, except in respect of its liability on Grand Trunk Pacific account. And there was an easy way out of that difficulty without taking the extreme and entirely unnecessary course of expropriating the road and all its belongings. As has been said, government was already joint owner of all Grand Trunk property which it really required for any purpose whatever.

"The supreme reason, however, why the Grand Trunk should be left alone is that in government hands it will be destroyed. Not only will it be destroyed, but its possession by government will inevitably add to the annual drafts upon the public treasury for the upkeep of the Canadian National; for the one weak spot in the Grand Trunk, and which alone prevented its prosperity rivaling that of the Canadian Pacific, is its high capitalization. All that liability has now been assumed by government, or will be if the final step is taken, and will inevitably result in swelling the deficit which is already beyond the point where enough money will be available for useful constructive enterprises.

"Montreal is the administrative centre of the Grand Trunk, but its western terminus is in Chicago, and its eastern terminus in Portland, Maine. It will, therefore, be seen that, geographically, it is only partly a Canadian railway. Having regard to its business as a whole, it is more an American than a Canadian railway; and that fact is of tremendous importance. Under such circumstances its operation by a corporation is one thing, and its operation by the Canadian government quite another. What was easily possible in one case is absolutely impossible in the other, as every thinking man will see when he carefully analyzes the situation.

"Volume of traffic does not, however, tell the whole story. This American business is the Grand Trunk's long-haul business, and, while it represents 41 per cent of total tonnage, it yields nearly 70 per cent of its aggregate freight revenues. Therefore, if anything should happen to that vital source of supply we must see at once that the Grand Trunk would be wrecked.

"Here is a case where Canadians must simply do a little sober thinking.

"Meanwhile, everybody should realize that the absorption of the Grand Trunk, which can only mean further heavy losses and further heavy additions to the public debt, can be stopped. This property and all its potentialities should be restored," claims Mr. PAYNE, "to the control of its owners, who will be vitally concerned in its successful economic progress and to Canada's benefit—instead of being thrown into an organization where it does not fit.

"What should have been done was to relieve the Grand Trunk of its liabilities on account of the Grand Trunk Pacific (which, in legal analysis, were principally forced upon it by the excessive demands upon Ottawa of the western provinces for railways without limit), and to permit the present road to pursue its way as it had been doing for more than half a century. To wrench it out of its established position, break up its organization, destroy its American arteries, and make it a part of a system which already received from it all the traffic help it was capable of giving, was to do a thing as disastrous as it was illogical. Freed of its subsidiary liabilities, which might very well have been charged to the same causes that had produced railway overbuilding in the West, it would have been in as strong a position as it has held

at any time within the past 25 years. It was not appealing for help. It was, indeed, strenuously resisting any interference. It should have been left alone.

"If the Grand Trunk needed financial assistance to carry it out of a temporarily tight place it would have been a thousand times better to give it as much as was necessary than to take forcible possession of its assets and place them under public ownership. Government was the indorser of its securities to the extent of a penny, and was therefore in a totally different position than in the case of the Canadian Northern."

LITTLE 'TISERS

The steamer President Wilson struck a whale in mid-ocean with such a shock that passengers were thrown off their feet. Fearing they had hurt the whale, many of them were inclined to blubber about it.

We've just been reading of a chap who makes thousands of dollars a year writing jokes. The real secret in writing jokes is being able to persuade the cashier at some publishing house that they're all right.

And now Windsor has a haunted house, with all sorts of noises going on there at night. It may be that the MacDonald house ghost near Halifax was tired of being chased about, so, looking for a nice quiet spot to sit down in, picked on Windsor.

The University of Michigan has been loaning money to needy students for more than a quarter of a century, and over that span of years has never lost a cent through willful failure of the borrower to repay. A fine record, but we've got no idea of seeking to emulate it.

HON. DR. KING, minister of public works in the Dominion government, has won his seat in East Kootenay. It may be that he was put to a useless election, but the people have a right to put up a candidate and hold an election if they desire, and the people have wisely decided that Dr. KING shall represent East Kootenay. He is a splendid executive, a man who understands the problems of Western Canada, and his return rounds out the Liberal cabinet at Ottawa, and puts it in shape to go ahead with the serious problems of the Dominion.

Our Own Country.

Question—Canada is becoming a tobacco-growing country. To what extent?

Answer—Canada grows tobacco in Ontario and Quebec, the production reaching nearly 30,000,000 pounds in 1920, worth \$10,000,000.

Question—Where does Canada stand in wireless telegraphy?

Answer—Canada ranks high in wireless telegraphy, with stations covering the ocean coasts and inland to the head of Lake Superior.

Monday—Hands of Tyranny.

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COMMON SENSE WAYS TO KEEP WELL.

Health for the Worker

BY DR. R. H. BISHOP.

BECAUSE sickness wastes the efficiency expected by the employer as well as the contents of the employee's pay envelope, the prevention of disease has become a recognized industrial problem and the health of the indoor worker a vital issue.

To best maintain health the indoor worker must pay careful attention to correct position, proper and sufficient lighting, rest, recreation, fresh air and food and drink.

The light must be sufficient and correctly placed to prevent strain

25 YEARS AGO TODAY

Here We Have Items of Local and District Interest
As Recorded in The Advertiser of 1897.

THURSDAY, MARCH 16, 1897.

Weather—Fair.

The bicyclists of Leamington have organized a club with Mayor Johnson as honorary and Rev. Wm. Patterson as active president. A businessmen's association has also been organized, with George F. Cronk as president.

The Ontario Gazette contains notice of the appointment of Mr. J. R. Gemmill, Chatham, as sheriff of the county of Kent in place of the late Sheriff Mercer. Mr. John Mackenzie of St. Thomas has been made bailiff for the second and third division courts of the county of Elgin.

The anniversary services in connection with the Baptist Church, Stratford, were held last Sunday. Rev. P. K. Dayfoot preached at both services. On Monday evening the Young People's Society in connection with the church put on the following program: Part I—Piano duet, Misses Zavitz and George; solo, J. D. Hinchcliffe; duet, Mr. and Mrs. F. Avery; solo, Mrs. S. McCandless; selection, St. John's Church choir orchestra; address, "Enthusiasm," Rev. P. K. Dayfoot. Part II—Instrumental, Miss Nicholson; solo, Mr. Freeman; solo, Miss Flo Wright; selection, St. John's Church orchestra; solo, Miss George; solo, Mr. Hinchcliffe.

A most successful concert was given last night under the auspices of the choir of Silom Church. The music was supplied by the North Street male quartet; the Wyton band. Miss Paul and the Misses O'Brien.

The officers of the Dominion government steamer Petrel for the coast of the Gulf of Mexico, were: Commander, F. A. Jarvis, second officer, H. A. Jones, purser and drill instructor; A. J. Brown, first engineer.

Mrs. Ward, Sr., of Craig street, was presented with a handsome easy chair and a stool on Saturday evening, by Superintendent W. Copp and Assistant Superintendent R. Dunn on the occasion of their appreciation of her services during the twenty years in which she taught in the Sunday school. An address was read by Mrs. G. W. Miller.

Rev. M. P. Talling addressed a large audience at the Waterloo Street Presbyterian Church, on the occasion of the fifth monthly lecture of the course. During the evening solos were rendered by Col. Gartshore and Mr. Wilson, a duet by the Misses

LEARN A WORD EVERY DAY

TODAY'S word is CONTROVERSY.

It's pronounced 'kon-tro-ver-si,' with accent on the first syllable. It means—a dispute, disagreement, argument, debate, altercation, wrangle, strife, quarrel.

It comes from—Latin "contro-versus," turned against, disputing.

Companion words—controversial, controversial.

It's used like this—"The last federal elections caused many a lively political controversy."

READ YOUR CHARACTER

(By Digby Phillips.)

NO. 162—HANDS OF EMOTION.

The balance of the emotional nature in the individual, as contrasted with the colder mental processes, such as reason, memory, the instinct of caution and the like, are revealed in many ways.

Head shapes, as explained in previous articles, will tell you much, when the general dimensions are considered and also the local areas of development of the skull.

Virtually every part of the body has something to add or detract from your estimation of this balance in an individual. A curved back, for instance, indicates emotional nature, and a straight back does not. Small feet indicate it. Big feet do not. Big hips indicate it. Small ones do not.

Hands are unusually important indications. The hot hand has its indication of impulsiveness and strong emotions, as distinct from the cold hand.

Likewise the conically shaped hand, when it is not so long as to be classed as the idealistic hand, also denotes the impulsive, emotional, artistic, generous and sympathetic character. This hand is shorter and broader than the idealistic hand. It is smooth with slightly tapering fingers, with the nails curved. It is also naturally a soft, though firm hand. A stiff, resistant thumb in this type of hand indicates firmness and energy of character, while a "wobbly," non-resistant thumb betrays a tendency toward weakness and indolence associated with the emotional nature.

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After a few doses, you will notice a distinct improvement—the phlegm will be looser, cough easier, tightness in the chest gone—and day by day you will grow better, until, almost before you realize, the cough will be gone. NADRUCO Syrup of Tar with Cod Liver Oil Compound is also excellent for Bronchitis and Whooping Cough—pleasant to take—especially recommended for children. All druggists have it. Prepared by NATIONAL DRUG AND CHEMICAL COMPANY OF CANADA LIMITED

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- 1.—Color.—Rich nut brown.
- 2.—Flavor.—Distinctive, nut-like, delicious, instead of insipid.
- 3.—Nourishment.—Gives more because it retains brown parts of grains.
- 4.—Price.—More economical, because more satisfying and sustaining.
- 5.—Food Balance.—Combining four grains, it gives exact nourishment needed for body, brain and nerves.
- 6.—Health Value.—Being granular—not crushed or rolled—it mixes easily with digestive fluids, aiding digestion and relieving constipation.
- 7.—Uses.—Makes delicious porridge, and can be used wherever white flour is called for. Recipes on each package.

Try Roman Meal as porridge for breakfast to-morrow

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The styles shown by the models—Also many others equally attractive—are now on display, and we cordially invite you to inspect them at leisure—today, tomorrow or Saturday.

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