

# London Advertiser

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THE LONDON ADVERTISER COMPANY,  
LIMITED.

London, Ont., Monday, May 27.

"We are sinking German submarines faster than they can build them; we are building merchant ships faster than the enemy can sink them."—Lloyd George.

## SIR WILFRID THIS SESSION.

OBSEVERS of the proceedings at the recently-prorogued thirteenth session of the Canadian House of Commons have commented upon the splendid mental and physical condition of Sir Wilfrid Laurier. For the 47 days of the session and during the arduous all-day and half-night periods that hurried the Parliament to its somewhat hasty close, the grand old chief of Liberalism was scarcely ever absent from his seat to the left of the speaker. To the affairs of the Canadian people he gave, as always in his long and honored career, the best that was in him. Coming back to Parliament as the greatest Canadian of his time, deserted by his old cabinet following, and victimized by a specially-devised franchise and an array of money and "influence" forces, he did not assume either the chargin or the resentment of a broken man. Once again, true to the sentiments he had nailed to the mast of Liberalism, he had gone down before an onslaught upon the emotions of the people he so dearly loved. As in 1911 was cried out "Beware the American Hog"—the "hog" that is now our dear ally and to whom we owe so much of its own filthy lucre—so in 1917 were cried out a thousand other false "Beware!" Right or wrong, Sir Wilfrid Laurier stood consistently by the deed he had given the Canadian people. His pledges since 1914 were war pledges. He gave himself heart and soul to the cause of that broad British principle of liberty and justice his own hands had helped to mould. After all the intrigue and the carpentering that brought out Union Government, Sir Wilfrid found himself left alone. In a sense he lost the first ranks of his former command, but he gained a thousand new followers for every one who went into the camp of his opponents. He fought the fight alone, and he lost, whereas, had he cared to compromise with his convictions, he could have led this country for the rest of his lifetime. While other men secretly affirmed his policies, they swept along with the crowd. Sir Wilfrid stood by his convictions.

Sir Wilfrid entered the new Parliament, perhaps a little wearied over the whole matter. He had good things for Canada, but there were hands which snatched them away. He had honest government, with his statesmanship in its ripe maturity, and a far-reaching war policy, with the grafters cut away clean. He had the hope of reaching the heart of the country by an honest appeal rather than to take its body by means of government edict. He wished to consult the British authorities and shape his policy according to what they desired. But if there were good reasons for his throwing aside all the cares and irritations of another long fight for a united country and a contented people, merged to win the war, he gave no sign through the days of the session.

To his fellow-members he has been a kindly father, yes, to Unionist as well as Liberal, and to all who came to see him he revealed the great heart that beats always for his native land, a native land that should know no racial or religious strife, and should be interlaced with good feeling and interlocked with sound British principles. His Opposition, while composed largely of French-speaking members, has been moderate in its criticisms, firm in proclaiming that all Canada is for the war. The old-time Nationalism has been wiped away, and many men of all parties have thanked Sir Wilfrid Laurier for that. His opposition has blocked no war movement, has bickered about no war legislation. It has held the Government to its pledges, it has sought further opportunity to reveal to the country just how successful has been the so-called union of parties. But the tone of criticism has been constructive rather than obstructive or destructive. Union Government has revealed itself through various acts of its own. It has become autocratic, not only to the Opposition, which was to be expected, but to its own private members, which was not to be wished for at a time when the people had been promised new freedom for their representatives.

Sir Wilfrid Laurier has been the solid rock of Liberal principles throughout the present session. He has spoken seldom at length, but he has been the one man of distinguished calibre to sound a high note of statesmanship in the House, and to keep on sounding it. One found the old personal love for Sir Wilfrid unchanged among all conditions of men. When the day that marked the fiftieth year of his ideal wedded life had come, the men of the press gallery, Liberal and Conservative alike, young and old, friend and opponent, gathered about the Liberal chieftain and showered the roses of their affection upon him. There is not a man on the Unionist side who would not like to have joined these newspapermen in the gracious act. Whatever the kind of man a Unionist may be, he secretly or openly admires Laurier. It is no passing affection for that rare personality of the gentle man and the iron character in perfect combination. It is that Laurier always measures up as a man, not as a politician, not as a trickster, not as the special pleader, not as the Frenchman,

but as the Canadian, the man who plays the game squarely always and who will go on doing it to his dying day.

## AN EXTRA SLICE FOR THE C. N. R.

THE PEOPLE of Canada cried "Stop Thief!" when it was proposed that the Government should give Mackenzie and Mann practically everything that was asked for their C. N. R. common stock.

An election was near and the clamor became so insistent that a limit of \$10,000,000 was set upon the value of the stock. A special commission was named by the Government to consider the stock valuation.

This commission has now brought down an award of \$10,800,000, exceeding the limit set by the Government by \$800,000. Will this award be passed without further consideration, or will the people see to it that the Government makes good on its election pledge?

Those who clamored against the awarding of \$30,000,000 to Mackenzie and Mann saved this country millions of dollars. The Government's Drayton-Ackworth commission said this stock was not worth a dollar, and so did experts at the recent hearing.

But with the information now at hand the need for further vigilance is apparent. Can the company get away with that extra \$800,000? Up to the present time the C. N. R. will have stood the Canadian people to the tune of more than \$400,000,000.

## SUNDAY AUTO DRIVING.

"A BOLISH the gasoline bar" seems to be the latest slogan of the London Ministerial Alliance. On Sunday at any rate some of the ministers would refuse a drink of the powerful fluid to the thirsty motor car, and would prevent the making of repairs by any garage. Whether or not a motor would be permitted to fill up on water may develop in the debate that is likely to be heard later on. The ball has been opened, however, and this latest among the "uplift" movements may be the cause of much discussion.

If reform should begin at home, however, it will be necessary for almost every London minister to devote some time to his own congregation. Each Sabbath a line-up of motors is to be seen flanking the curbstones of every church. The old-time driving shed will yet be supplanted by the church garage if indications count for anything. People are driving motor cars on Sunday, churchgoers and non-churchgoers. For some years after the advent of the motor, many of those who now drive to church or Sunday School locked their cars up on Saturday night. But whether because they have come to take a different view of the matter and have succumbed to a popular desire or because they have come to find that a restful ride in a motor car fits in with the Sabbatarian idea, they are driving their cars today. One sees men in all degrees of church activity taking their families to church on rubber tires. And there has been little protest from the pulpit, to judge from the sermons printed in the press.

If the ministerial movement is now toward the curtailment of the Sunday driving, the opening chapter of a famous debate has been heard. One of the statements recently made in connection with the matter was that no blacksmith ever kept open in the old days in order to accommodate carriage drivers. In reply to this it might be stated that while blacksmiths as a general rule did not keep open on the Sabbath, the feed barns were always ready to sell their hay and oats, the equivalent with the horse for gasoline with the motor car. And while it cannot be said that blacksmith shops were always open to repair buggies, one could always find a veterinarian in case his horse broke down, and in a pinch he could rent a buggy from a livery stable. Ample facilities for caring for the horse were always available, and the horse was the motive power when one went driving. If a horse and a buggy were one and the same as an automobile engine and what may be called the riding part of the motor car, the veterinarian would have been the repair man of his time. And if a horse cast a shoe and the shoe must be replaced, it could always be secured from a village blacksmith.

This is written to point out that a comparison between the horse and buggy and the modern motor car is scarcely fair. If our ministerial friends mean to fight the now well-established custom of Sunday car driving, they will have to attack it boldly. If it is wrong for men to operate gasoline pumps and to make emergency repairs on Sunday, it is equally wrong for motor cars to be driven at all. For our part we would rather see the ministers out fighting for Sunday cars to Springbank so that the poor as well as the rich may ride out into the great outdoors and share some of the benefits of the big river park which is taken little advantage of.

## TO EDUCATE RATEPAYERS.

THE CITY OFFICIALS of London are capable men, and when an experienced official like the city clerk makes a suggestion it is worth taking advantage of. He suggests a lecture course for the purpose of educating the ratepayers in the conduct of municipal affairs.

The following program is suggested for criticism:

September 15—Canadian Municipal Government, Professor Braithwaite.  
October 1—Factory Laws, Inspector Burke.  
October 15—Sanitation, Dr. Hill.  
November 1—Wages, Rev. Dr. MacGregor.  
November 15—The Budget of the City of London, Mayor Somerville.  
December 1—Reform of London Council, Mr. Silverwood.

Professor Braithwaite's subject is the one on which J. M. McEvoy, of this city, delivered lectures at Toronto University some years ago and his lectures were published. Sir William Meredith delivered a lecture or lectures on the same subject at the Law School in London during the short time it was in existence. The other subjects are all interesting, and also in good hands. Mr. Silverwood's subject is an everlasting one.

Mr. Baker has started the ball rolling, and much good should be the result. It is a truly democratic suggestion. The better educated the voter is the better the democracy. Something can be said in favor of a senate in connection with every governing body. Officials like Mr. Baker who study sound principles and desire their knowledge to reach all voters become invaluable and are a good substitute for a municipal senate.

# 100% Service at a Saving in Cost

The swing to Extra Power Belting in Canadian Industry is unmistakable and rapid. As production demands become more insistent—as executives search more deeply into the means of increased efficiency—the sales of Extra Power Belting become larger and easier.

A dominant factor in the wide-spread knowledge of Extra Power's better trans-

mission is the frank enthusiasm of those who use it. Their enthusiasm prompts them to write us about Extra Power.

The experience of the Dominion Steel Products Company will point the way for other industrials who have war-time belting problems. At first dubious as to quality, they are now Extra Power enthusiasts. They say, "This belting has been in use on some of the hardest service in the shop . . . for a year and a half . . . and is practically as good as new." That the test was unprejudiced is evidenced in their statement: "This belting has been given no preferential treatment." They pay final tribute to Extra Power in the last paragraph of their letter: "We intend using this in our new No. 2 and No. 3 shops."

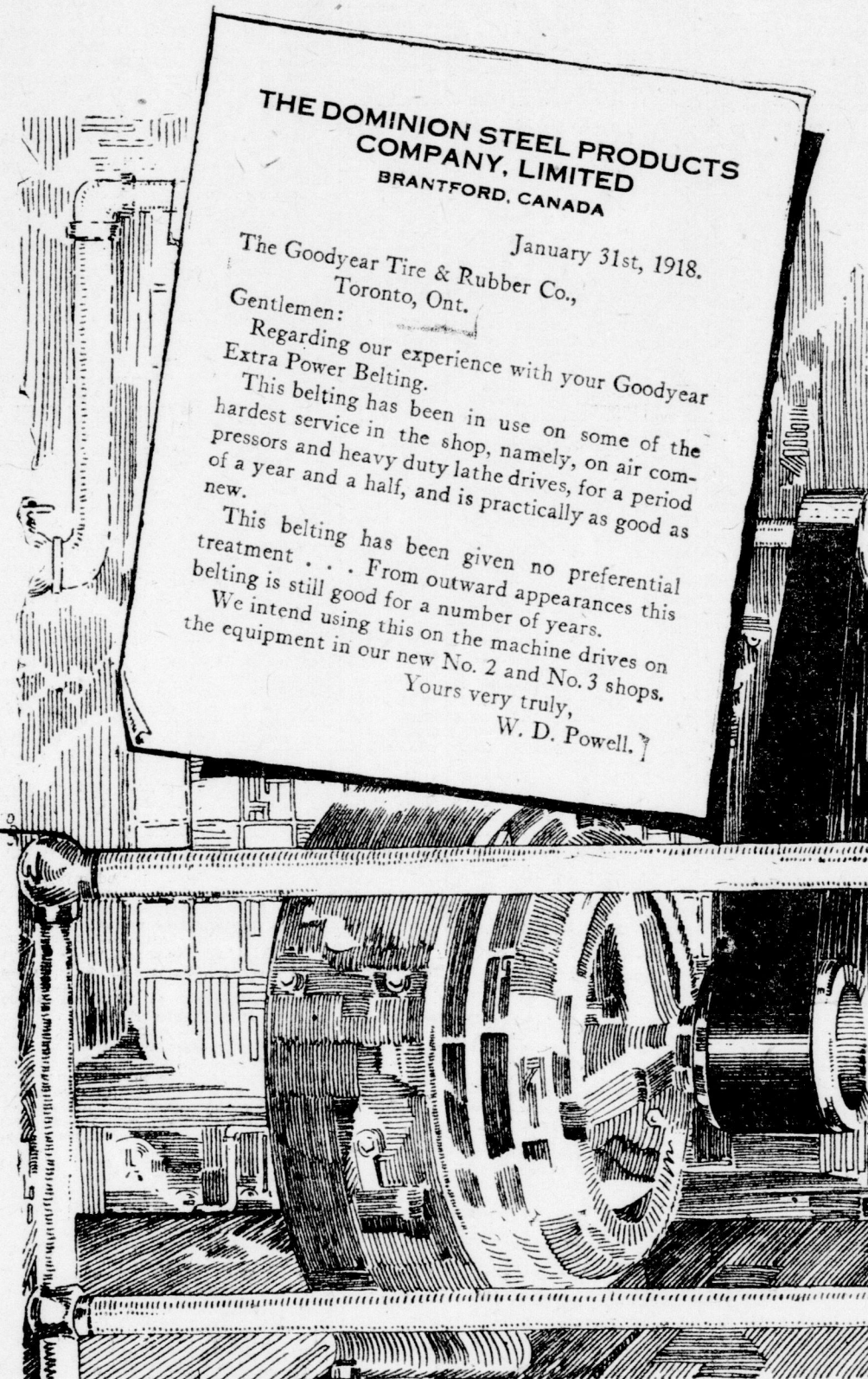
You, too, can make the savings that Extra Power brings. The savings that come from long life; from pulley-gripping flexibility and friction surface; from absence of stretch; from greater transmitting ability.

There are men in the Goodyear organization who are belting trained. Their business is to sell Extra Power only where it will give greater value. A telephone call or letter to the nearest Goodyear branch will bring one of these men to see you.

The Goodyear Tire & Rubber Company of Canada, Limited

Branches: HALIFAX, ST. JOHN, MONTREAL, OTTAWA, TORONTO, HAMILTON, LONDON, WINNIPEG, REGINA, CALGARY, EDMONTON, VANCOUVER

Service Stocks in Smaller Cities



# EXTRA POWER BELTING

Bits of  
Byplay  
by Luke McLuke

Copyright, 1917.

Fact.

When all is said and all is done,  
To have friends is great luck;  
But if you buy your friends, my son,  
You're certain to get stuck.

Strange.

That wives are queer, there is no doubt,  
No matter where you chance to  
Toss;  
They'll brag about you when you're  
Absent,  
And boast you when you get back  
home.

No Joke.

"The telephone is a big help," said  
the Old Fogey.  
"Yes," agreed the Grouch.  
"It enables many a small man to talk  
mighty big."

Betcha!

When they first raced, I can't see how  
The tortoise came to grab it;  
And if the two were racing now,  
I would bet on the rabbit.

The Wise Fool.

"Love levels all things," quoted the  
Sage.  
"How about the head?" asked the  
Fool.

Shocking it.

Old Farmer Horst  
Cussed night and morn;  
Said he: "I was  
To shock my corn."

Another Iron Man.

[Consort Enterprise.]  
Dan Larson got a miserable kick  
from a mule a few days ago, but,  
being used to hard knocks, he was only  
disabled for a few moments.

Oh!

When he was christened, his parents  
said: "George B. Bright." And he  
obeyed. He is now a refrigerating  
engineer at 115 State street, Detroit.

The Gladdest Words.

These are the gladdest words by far.  
The gladdest said beneath the sun;  
The gladdest words I speak of are:  
"We'll soon exterminate the Hun."

—Billie Wood.

How These Birds Hate Themselves.

A typical Hun makes the typical  
German announcement in a typical  
kaiser-boasting speech. Deutsch! "Eden:  
"If our many enemies should defeat

us, the world will hang its head in  
disgrace, and say: "The world has  
grown waste, poor and empty! The  
world has no longer a soul! The  
world has no longer a Germany!"

Perpetual Motion.

A very busy man is Gutch.  
He has no time to feel bored.  
For, first he winds his dollar watch,  
And then he winds his Ford.

—Luke McLuke.

At winding Gutch is sure a bird;  
So now, it seems to me,  
He ought to, like the loving herd,  
Wind slowly 'round the tree.

—Newark Advocate.

Coshi!

Doc Lewstater informs us that Sue  
Van Near lives near Hamilton, Ohio.

Our Joe Miller Contest.

A. H. B. claims that the oldest joke  
is the one about the old negro who  
was a witness in a case in court, and  
was being questioned by the attorney.  
"How old are you?" asked the attorney.  
"Eighty-four," was the reply. "Were  
you a slave before the war?" Yes.

—Yes.

"Which side did you fight on?"

"I fit on the Republican side, sah."

Names is Names.

Clara Halfman is employed in the  
Western Union office in Cincinnati.

Only One Hope in a Million is  
Realized.

Luke McLuke Says

What a lot we could accomplish  
in this country if we all worked as much  
as we talk.

Women do not cry as much as they  
used to. It takes time and costs money  
to fix on a new complexion when the  
one on now becomes streaky.

Some married men are such optimists  
that they are happy if they are less  
miserable than they were yesterday.

Silence is just as free as speech.  
But the average man never stops to  
think of that.

The motto in the living-room of the  
old homestead used to read: "God  
Bless Our Home." But things have  
changed. Mother puts on a bonnet  
cap instead of an old grey bonnet  
when she goes out, and the motto in

the living-room reads, "God Bless Our  
Fridge."

Do not kid the man who fell for a  
scheme and got stung. You will bite,  
too, when a man comes along with  
the right kind of bait.

A woman can't help liking the kind  
of husband who never forgets her wed-  
ding anniversary, and who never for-  
gets her birthday.

Damages are never as great as the  
amount demanded in court. And they  
are seldom as small as the amount  
awarded.

We can explain some increases in  
price, but why has the price of castor  
oil gone up?

Isn't it true that the greatest horse  
you know of are men of mighty small  
calibre?

The reason why a woman has time  
to work a flock of pandas on the neck  
of her nightgown is because her hus-  
band's nightshirt hasn't had a button  
on it since last summer.



"Mistress Mary, quite contrary  
How comes your rosy glow?  
I wash every night, sir,  
With 'Infants-Delight,' sir,  
It's pure and refreshing,  
you know."

## INFANTS-DELIGHT TOILET SOAP

AFFORDS ample protection for the most sen-  
sitive skin. Cleanses and invigorates, pro-  
moting a clear, healthy complexion.  
Send us three of these ads—all different—for  
beautiful Mother Goose Book in colors.

JOHN TAYLOR & CO., Limited,  
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20 cents return; children 15c. Cars leave  
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1:00, 3:15, 5:15 p.m.; Sundays, 10:00 a.m.,  
1:30, 5:00 p.m.

Returning last car leaves Port Stan-  
ley, week-days, 5:30 p.m. Sundays, 6:40  
p.m.

LONDON AND PORT

STANLEY RAILWAY

Timetable Effective Sept. 20.

TO ST. THOMAS—12:20, 1:40, 2:20,  
3:20, 4:20, 5:20, 6:20, 7:20, 8:20,  
9:20, 10:20, 11:20 a.m., 12:20, 1:20,  
2:20, 3:20, 4:20, 5:20, 6:20, 7:20, 8:20,  
9:20, 10:20, 11:20 p.m.

TO PORT STANLEY—1:40, 2:20, 3:20,  
4:20, 5:20, 6:20, 7:20, 8:20, 9:20,  
10:20 a.m., 1:20, 2:20, 3:20, 4:20,  
5:20, 6:20, 7:20, 8:20, 9:20, 10:20,  
11:20 p.m.

Limited trains London to St. Thomas,  
10:20 p.m.

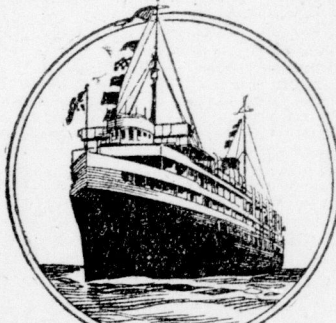
Forethought and Good  
Judgment Used

Travellers show preference for  
Scenic Route; Busy Men  
use Night Trains

Nowadays, forethought, and a lively  
sense of public appreciation play an  
important part in the construction  
of a railroad. The Canadian Nor-  
thern made a happy choice in the  
selection of its route between Toron-  
to and Ottawa skirting the shore-  
line of Lake Ontario and the Bay of  
Quinte; over the height of land be-  
tween Napanee and Sydenham, and  
through Rideau Lakes region, adds  
to the daytime journey in  
Spring or Summer. Comfortable  
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principal intermediate stations, have  
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ture and information apply to F.  
B. Clarke, 415 Richmond street,  
London, or write R. L. Fairbairn,  
G. P. A., 55 King street E., Toronto.

CANADIAN NORTHERN



## REGULAR SERVICE JUNE 1

Steamers of the Northern Navigation  
Line will operate on regular  
schedules between Sarnia, the Soo,  
and Port Arthur, beginning June 1.  
In the meantime write Sarnia col-  
lect for information.

TWO SHIPS WEEKLY  
FROM SARNIA.

Steamers leave Sarnia, Wednes-  
days and Saturdays at 3 p.m., ar-  
riving at the Soo at 5 p.m., Thurs-  
days and Sundays, and at Port  
Arthur at 1 p.m., Fridays and Mon-  
days.

GEORGIAN BAY.  
50,000 ISLANDS ROUTE.

Schedules become effective be-  
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week-day service—June 22.

For cruties booklet write E. W.  
Holtz, G. P. A.

NORTHERN NAVIGATION CO.  
SARNIA, ONTARIO.

Or ask your local ticket agent for  
information.

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