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London, Ont., Monday, March 21.

THE BIG PROBLEM.

The Government will no doubt try to anticipate inevitable criticism regarding the discouraging showing of the Canadian National Railway by undertaking an early date a complete reorganization of the present board of directors. Such reorganization has been urged for some time past, but it was felt unfair that the board should be changed without having been given a fair chance to make good. Two years, however, have passed since its creation, and the financial condition of the system is worse than ever, while the service, especially in the west, is not improving.

That the irritation created among the public through increased rates, increased deficits, and unimproved service must militate strongly against the ultimate success of public ownership is realized by parliamentarians. Confidence in the directorate is badly needed. Such confidence can only be obtained through complete reorganization, and may presumably be made without prejudice to the existing board. Hon. Dr. Reid, Minister of Railways, has thrown upon Parliament the onus of finding a solution of the problem, which increasing deficits present, and Parliament is in a mood to make suggestions of a frank and unvarnished nature. The minister has declared that the problem is too big to be made a political football of; criticism, therefore, may conceivably not be confined to any one side of the House.

In fact, it is hard to see how a vote of lack of confidence in the existing directorate can be averted unless the premier is in a position to announce to Parliament that reorganization will be forthcoming. That he will do this at an early date is anticipated. The date set for the completion of the Grand Trunk arbitration is April 8. An extension of the time is sought, but the Government is not at present inclined to give it. In any case, it is not expected that the reorganization of the board of the Canadian National as at present constituted will be delayed until the Grand Trunk has finally been acquired.

Hon. A. K. Maclean has placed on the order paper a resolution calling for the inclusion in parliamentarian machinery of a standing committee on railways and transportation, which is under Government control. At the present time the directorate of the Canadian Nationals comes but little into touch with Parliament, only in fact, when it wants money. There is a certain cabinet control, but very little control by Government.

THE ANGLO-RUSSIAN PACT.

The trade agreement made between Great Britain and Russia will be generally welcomed, in spite of certain conditions, by all except the trouble and bond-holders and their friends or absolutely uncompromising extremists, who will have no dealings with Bolshevism. It has been a long and difficult negotiation, and as finally settled will be one more diplomatic achievement of the Lloyd George Government.

The Moscow dictators simply had to make concessions in order to remedy the desperate situation of Russian industry. Many are Russia's needs. Particularly locomotives and their parts are required if the Russian people are to be fed and clothed. On the other hand, England needs wheat, oil, timber, metals, furs and other products which the Russians will supply, while her own unemployment situation can be alleviated in part by resumption of export to the land of Lenin. There should be great opportunities for Canadian manufacturers of agricultural implements and machinery, especially as the Russian peasantry, now in complete possession of their land and becoming gradually better educated,

will be both more able and more willing to improve their methods of tillage.

Another, though doubtless less pressing, reason for this trade agreement is the danger of Russia's turning to Germany and becoming economically and politically interlocked with our enemies, as we must still think of them. This would be dangerous for Poland, and for the whole settlement of Versailles. Probably such a development was in Sir Philip Gibbs' mind when he said the other day that Europe was hinging on for another general conflict. Gustave Miller writes in the New York World that the communists are rapidly gaining ground in Germany, supported by many of the old Junkers, those who monopolized the thousands of government offices before 1918, and have since, some of them, lost their positions, and all become more or less impoverished. These now think, while still hoping for an ultimate restoration of the Hohenzollerns, that an alliance with the German and Russian communists may temporarily serve their interest by providing the means to tear up the Versailles scrap of paper. Practically all Germany agrees with them in this object, as is shown by the utterances of their press, their government and Dr. Simons. Russia has no more reason than anyone else to trust the shiftless Huns, but must be driven into their arms by a rebuff from England, coerced and cajoled also by a pretended coup of communism in Germany.

So very sensibly London and Moscow have come to a settlement, each sacrificing something for better relations. Great Britain makes her traditional sacrifice of money due, while the "Bolsheviks" agree, if we may believe them, to discontinue and discontinue all propaganda against British institutions, or interests, particularly in Afghanistan.

THE PACKERS' FIGHT.

The fight that is developing between the packers of the United States and their employees appears to centre almost as much around the question of the eight-hour day as around the issue of wages paid. There is evidence that the packers are trying to break the eight-hour day as part of their "Americanization" plan. In an interview given on March 8, J. Ogden Armour, president of the Armour Company, said that hours were being revised in order "to assure work in return for the wages which are paid, thereby obviating the penalty incurred through the payment of large sums for which no work is performed." In line with this policy announcement had been made that overtime was to be paid only after ten hours' labor in any one day, or after 54 hours in any one week.

It would scarcely be thought that in this enlightened age it should be necessary to argue in favor of the eight-hour day. The United States Steel Company does not believe in it, of course, their view, as judged by their performance, being that a man should work twelve hours a day, and thus make it necessary to have but two shifts in the 24 hours for their plants. But humanity condemns this overworking of men, science condemns, and morality condemns it, and any industry that deprives a man unjustly of the time which should be his own is committing a crime against society at large.

The president of the Armour Company hints that his firm is not getting value for the money they pay in wages. It may be that the fault lies in part with the technique which has been adopted in the packing industry, and which has brought about marked changes in the personnel of the employed class. The packing industry was manned by Americans at one time. It has gone through successive changes, from Americans to Germans, Germans to Slavs, Slavs to races of Southern Europe, and, finally, within the last four or five years, from Southern Europeans, in part at least, to negroes from the Southern States. The intelligence of the vast body of workmen can scarcely be said to have improved by the successive changes, but each step has brought in a class somewhat more amenable to the whip of scientific management. Carlton Parker, the economist, pointed out the obvious results of this whole transition in an article that appeared in the Atlantic Monthly of January, 1920. He described clearly the effect which must come from so-called "speeding-up" processes as they were practiced in the Chicago packing plants. His article laid bare one of the weaknesses of the highly-organized industrial system of the packing industry.

"Americanization" is a term that has been taken up by some of the big industries in the United States to cover their very obvious plan to wrench back from labor much that it has gained through the last generation. Wages, it will be admitted generally, are bound to vary back and forth, but those things which go to make a happier and more contented people are the concern of society, and should not be in the discretion of a small group whose main

concern must inevitably be dividends rather than lives.

EDITORIAL NOTES.

Meet Alderman Childs! Chicago reports a big drop in the price of coffins, but think of the price one has to pay to take advantage of it.

Sir Philip Gibbs says the world is preparing for another war. The reports of some of his meetings would give the impression it has commenced.

LETTERS

LANDLORDS AND TENANTS. I notice in your paper some remarks made by some of our landlords about repairs being high, which no doubt they are, but I think that the majority are putting on enough to make any tenant to cover same. I, one of many tenants, have lived in a house that has been occupied now for six years, and have had my rent raised three times, but repairs have failed to make any repairs, papering or cleaning, or any kind of thing that makes a house pleasant to live in. The place has been six years, or might have been ten years, and I am not getting any more out of it than I did when I first moved in. We tenants have to put up with it or we may be politely told to get out. Now, Mr. J. I think that it is fair with me that some of our landlords do repairs, whether these repairs are expensive, and no matter whether taxes are high or low. The tenants have to shoulder the burden. Yours, EDWARD GEORGE.

OTHERS' VIEWS

THE CHOICE OF JUDGES. It is opportune to observe that the magistrates ought not to be recruited almost exclusively from amongst the politicians. Why should not the council of the bar of each province draw up a list of three or four lawyers judged to be worthy of consideration for appointment to the bench when a vacancy has to be filled? The government could make its choice from that list. The bar is more interested than anybody else to see that the prestige of the bench should remain intact, and that those before whom cases are heard should be men of learning and judgment, and practiced in the law. It seems to us that this manner of appointing magistrates would be the best. A political creature does not offer sufficient security to those under their jurisdiction, and even if the government should make only one bad nomination in five years, that would be one too many. The choice of the men who are to interpret the laws cannot be made with too great care. If there is one domain from which politics ought to be excluded, it is surely the magistrature. When will this reform be accomplished? Some progress has been made, but still more remains to be done.

RENT CONTROL.

Whatever might be the mode of concealing its only effect would be to discourage building construction and tend as a result to perpetuate the present crisis. Like all other kinds of commerce, real estate is subject to its ups and downs. We have known the time when proprietors considered they were fortunate when they obtained a return of 8 per cent from their property. Conditions today are different, and proprietors are profiting thereby. If, however, a law is passed which will restrict the profits of the landlords when conditions are favorable, without providing means of protection when conditions are unfavorable, capital will inevitably seek other fields of investment than dwelling house property. A better solution is to be found in giving an impetus to building construction, which at the present time is handicapped by the high cost of materials and labor, and in Montreal especially by a high property tax.

CHEERED UP.

The new British minister of agriculture suffered defeat in his qualifying by-election. The result is said to be due to his insistence that the embargo against Canadian cattle must be retained. Canadians are, of course, in the position of interested spectators so far as the controversy over that question goes. It is the right of the people of Great Britain to admit or exclude our cattle as they choose. But it is the right of the interested spectator to be pleased when things seem to be going the way he would like to see them go, particularly when his interest is one of dollars and cents, and not merely that of idle curiosity. Next to the defeat of one of our own colonial ministers on any issue whatever, the downfall of the British minister of agriculture on the question of excluding our cattle will provide whatever measure of satisfaction Canadians may properly feel with, out seeming to intrude upon the prerogative of the people of Great Britain to do what they please about it.

WOMEN MAGISTRATES.

That a proposal would be put forward at some time or other to appoint women magistrates, was to be expected. In Britain there are women jurors and women members of parliament, as there are in our own province of British Columbia. Here in Ontario we have women school trustees and women aldermen. Not every woman has the temperament to make a suitable magistrate, but neither has every man. The probability is that the average woman has a less judicial mind than the average man. On this account greater discrimination in appointing women to the bench will be required. It might prove wise at first to limit their jurisdiction to cases in which women are concerned, in which sphere they might reasonably be expected to show more comprehensiveness than men, for women are credited with knowing their own sex better than men know it.

CRUEL WORDS.

The Ottawa House is considering taking a two weeks' recess at Easter. Well, if the members will agree to spend the fortnight doing a little more thinking and a little less talking, the scheme might work out to the country's advantage.

TRUE.

When Sir Philip Gibbs states that 85 per cent of the people of the United States are friendly to Great Britain, he reiterates the conviction of all level-headed Canadians.

WORKING AGAINST GERMANY.

Mr. Briand in his speech before the Chamber on Tuesday made one observation which ought to be carefully considered in Germany, although probably it will not be. "The German people," he said, "must understand that the Allies who try to cheat the Allies working against Germany." Those leaders—Mr. Stinnes is probably the strongest—certainly the richest, and by his aggressiveness at Spa and since has earned his leadership of the group—have succeeded to an extraordinary degree in concentrating the control of German in-

dustry, and the profits of that industry, in a very limited circle. Germany today, if we may believe most of the evidence of foreign observers in that country, is more of a rich man's paradise than any nation in the industrial era has ever been; but the condition of the masses is considerably worse than before the war. For almost the first time in history, Karl Marx's Verelendungstheorie is working out.

EVERYTHING

HOW FOREST FIRES START.

The record of forest fires in the United States shows that 25,000 timber configurations are started each year by human carelessness. Canada's record is estimated at about five to eight thousand annual forest fires and nine-tenths are due to the following human causes: Throwing away lighted tobacco and matches while in the woods; lighting camp fires; leaving camp fires unattended. (Every such fire should have at least two buckets of water nearby, and every thoroughly stamped out.) Carelessness by locomotive drivers. Last summer several thriving communities in New Brunswick were burned (with no insurance), because a few settlers took no precautions while burning their lands. When prosecuted in court, the settlers confessed that they "did not know a light fire could get out of hand so quickly."

THE ROAD OF REMEMBRANCE.

[Lizette Woodworth Reese.] The old wind stirs the hawthorn tree; The tree is blossoming; Northward the road runs to the sea, And past the House of Spring.

The folk go down it unafraid; The still roofs rise before; When you were laid and I was laid, Wide open stood the door.

Now, other children crowd the stair, And hunt from room to room; Outside, under the hawthorn fair, We plucked the thorny bloom.

Out in the quiet road we stand, Shut in from wharf and mart; The old wind blowing up the land, The old thoughts in our heart.

THE PARASITE.

Mrs. Chapman Catt, the eminent suffragist, said on her return from England:

"Woman the world over, now she has got the vote, tends to become more selfish. The parasite woman is already a thing of the past."

"And isn't that delightful? What could be more contemptible than a parasite woman? I saw one the other day in Fifth avenue."

"Though it was freezing weather, her frock was very delicate, her skirt very short and her stockings very transparent. A fat man in a fur coat walked beside her, and as she passed I heard her say: 'Tomorrow's your birthday. What are you going to give me?'"

THE SLANDERER.

[Alice Brown.]

The angels of the living God. Marked, from of old, with mystic name O'erwell their vision, lest they see One sinner prostrate in his shame.

And God, himself, the only great, Preserves in heaven one holy spot, Where, swept by purifying flame, Transgression is remembered not.

Yet thou, O banqueter on worms, Who wilt not let corruption pass, Dost search out mildew, mold and stain, Beneath a magnifying glass.

If one lies wounded, there art thou, To prick him deeper where he bleeds; Thy brain a palimpsest of crime, Thy tongue the trumpet of evil deeds.

X-RAYS AND EXPERTS.

Edward W. Redfield, the noted painter of snow scenes, said the other day at the Philadelphia Art Club:

"I see that in Paris the experts are proving the authenticity of the shroud of Turin by means of the X-ray. This is a good idea. It will do away with a lot of hoaxing."

"I heard the other day of a dealer who tried to hoax a profiteer. The dealer offered a Raphael for sale, pointing to the signature triumphantly, but after examining the signature, the profiteer said:

"The name don't look like Raphael. Looks more like Rachel to me."

"The dealer examined the signature himself. 'Yes, it is Rachel,' he said. 'I'll tell you the history of this. When Raphael painted that picture he was in hard luck, y'understand, so he put it in his wife's name.'"

BOTH ON DUTY.

[Buffalo Times.]

"I hate to hold you up," said the polite footpad, "but you see what happens to people who stay out late."

"But business kept me out late," protested the pedestrian.

"Same here," replied the footpad, as he returned the pedestrian's tin watch and kept his bank roll.

LONG TREK OF AN AIREDALE.

[Letter of John McLennan, Edmonton, in Literary Digest.]

T. A. Fee, an architect, of Vancouver, British Columbia, owns an Airedale dog, and in the spring of 1919 he sent it by express over the Canadian National Railway to a brother-in-law, Thomas Paton, at Ardrossan, a station on the Grand Trunk Pacific Railway, situated east of Edmonton, Alberta, at the same time notifying Mr. Paton of the shipment. Express charges were repaid, as well as a sum of money and food given messenger to care for the dog to destination. After waiting for some time and no dog arriving, Mr. Paton notified Mr. Fee of the non-arrival of Buster. Mr. Fee made inquiry of the railroad company and the express company and produced a receipt from the Grand Trunk Pacific Railway showing that the dog was delivered at the junction point. The express company connected with the Grand Trunk road acknowledged receipt of the dog at Edmonton, but had no record of how it was disposed of. Ardrossan station on their line has no station agent, and the presumption is that the dog was put off at the station in the hope that Mr. Paton would come and claim him. This, however, is only conjecture, as Mr. Paton never received the dog, and he was given up for lost.

Buster was not of sufficient value to make much fuss about him and the matter was allowed to drop. In about six weeks time Buster arrived at his home in Vancouver, emaciated, tired and footsore. The distance from Vancouver to Edmonton is 770 miles on the Canadian National, and Ardrossan, as already stated, is sixteen miles east of Edmonton on another line. From Edmonton to Vancouver there is no travelled road except the railroad track, which passes through and over the chains of mountains, two-thirds of the distance without habitation except the railroad section-houses and at long intervals small stations, many of them without a single inhabitant.

Having in mind that there are twelve lines of railroad converging in Edmonton and that his road home was through mountains and uninhabited for the most part, not only is the feat of finding his way marvellous, but it is equally strange how he subsisted on the way.

WHAT DO YOU KNOW ABOUT CANADA?

ANSWERS TO YESTERDAY'S QUESTIONS.

1—The icebergs that drift southward with the Labrador current are sometimes carried one or two thousand miles before the air and water melt them away.

2—Annapolis Royal formerly was called Port Royal, and was the site of the first European settlement in Canada, 1606.

3—J. A. Vallancourt is president of the Banque D'Hochelaga.

4—Martin Frobiisher captured an Eskimo and carried him home to England.

5—Edmonton is the capital of Alberta.

6—The largest stockyards in Canada are in Winnipeg. They have a capacity of 10,000 cattle, 5,000 sheep and 4,000 hogs.

7—Canada's parcel post service was inaugurated February 10, 1914.

8—The Laurentian highland is the V-shaped plateau around Hudson Bay, extending from Labrador down to the St. Lawrence River and northward to the Arctic Ocean.

9—Canada's far north has 120,000,000 acres of agricultural land.

TODAY'S QUESTIONS.

1—What is the first outstanding date in the history of Canada?

2—Which country ranks first in water power development?

3—How many large lakes has Quebec?

4—What was the value of Canada's 1918 fruit exports?

5—Who organized the Strathcona Horse?

6—How much has Canada received for libraries from the Carnegie corporation?

7—What was the amount of the first Victory Loan?

8—Which province has the largest railway mileage?

9—In whose honor is the Thompson River named?

10—What is the title to be given privy councillors?

GHOST SHIP IS GOING TO PIECES ON SHOALS

The Carroll A. Deering Is Wrecked Off Carolina With No Trace of Crew.

Beaufort, N. C., March 20.—A grim spectre stood unshaken at the helm of the Bath built schooner Carroll A. Deering when she cleared Rio de Janeiro harbor last December, riding light and winged out to sea with Norfolk port to make, via the Barbados.

The ship was tough and trim from truck to keelson, sound throughout and no more than sweetened to the ways of the sea by her year of the building stocks. A stout New England shipmaster, weathered to all the gales that blow, trod her quarterdeck. Above him clean, sound canvas towered away to the five great masts that drove more than a thousand tons through the water on air rather than more than fanned the cheek.

Today she is "The Ghostship of Diamond Shoals," her bones bleaching in the graveyard of the Atlantic, her master and crew vanished, no man knows where or why. She has added one more page to the sea's great book of mystery: paid tribute to the grim power of the deep that on occasion strikes through all that men and science can do to shake it, to claim its own.

There is no record of the Deering's last voyage. She sailed full handed, thrilling with life and power. A month later she staggered blindly shoreward, alone by night, to ram her way to her last berth on the shoal. No hand touched her wheel; no man stooped to slack a sheet or spill the wind from her tortured canvas to ease her death struggle. She was a dead ship. No living thing saw her end.

Sunset was drawing down the gloom of night on a Sunday evening when patrols from the life-saving station looked their last for the day across the storm-fretted shoals. The surges ran white over the lurking menace of the sands, headstones with relics of many a stout craft. But there was no sail in sight.

There was no mark on her to show why she had been abandoned. She was

apparently undamaged until the wind and sea and sand had their will of her, and slowly ripped her timber from timber, on the shoal. Under the drive of her sail the ship was buried beyond the power of tugs to pull her out. And in the weeks that have passed not a word has come to tell what became of her crew. Nobody has been washed up; no remnant of lifeboat or clothing come ashore.

The battered hulk of the big vessel, forlorn with toppling masts and grimy, torn canvas, the hull filling with sand through open seams, stands a ghastly monument to the unconquered power of the sea.



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