

The Russell Leader

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office.

When H. G. Wells wrote "The War of the Worlds," more than a generation ago, he pictured his invaders from Mars as a good deal like octopi—a brain equipped with tentacles. He could not imagine anything quite so horrible as the men—and women—in gas masks whose photographs so regularly adorn rotogravure sections of weekly publications in recent weeks.

THE MASK OF DEATH. The gas-mask man seems less human than the higher apes, yet he—or it—has eyes and a snout that are obscenely suggestive of a degraded and caricatured humanity. Behind the mask in the instance we have in mind—a mock air raid near Croydon airport in England—is no doubt a pleasant English face, whose owner may be capable of laughter, tenderness, awe, intelligent reasoning. But it is the masks we shall see if the sirens blow and the hostile planes come over—not on soldiers alone but on women and children. If childish fingers cannot keep it adjusted properly, the little wearers will die. If the mother clutches her baby too closely in the agony of her fear, its baby mask may be disarranged—and it will die.

Two huge, expressionless eyes and a snout, an imbecilic countenance that is inhuman, yet too near the human—this image, and not a heroic Mars, armor-clad, terrible but beautiful, is the modern god of war. No sculptor, ridden by the nightmare hags of a twisted genius, could have carved a more shocking, a more fitting symbol.

When the drum-beats and the bugle calls begin to sound, when anger runs like a flame around the world, it is time to look again, and again, and again, till the truth burns into the brain, at the man—the creature—in the mask. And not the man alone but the mother and child also. And, as Maxwell Anderson and Lawrence Stallings asked, in the title of their great war play, "What Price Glory"—then?

Prime Minister Mackenzie King has refused to answer a question by Hon. C. H. Cahan, Montreal Conservative, in connection with utterances by Lord Tweedsmuir which Mr. Cahan deems concerned matters of a public nature. He said the question was designed to give information rather than to secure it. He might have said, "to cause trouble."

FIGUREHEAD OR LEADER? Some time after Lord Tweedsmuir was appointed Governor-General of Canada we ventured the observation that he was not likely to be a viceroy of the "brass-hat" type, or a nonentity either. We believe that Lord Tweedsmuir understands the British Empire and Canada well enough to be entitled to make remarks about something else beside the weather, and, by judicious comment, to foster national feeling and to further better relations within the Empire.

The days are gone when people are going to be enthused over the commonplace speeches which for various reasons have in times past made the office that of a sort of official glad-hander.

His Excellency has brains and experience enough to contribute something to national life, and tact and judgment enough to say something effective without causing offence to other than hide-bound constitutionalists and die-hard B.N.A. Actors.

Coming nearer home, the Hon. Dr. H. A. Bruce, recent Lieut.-Governor of Ontario, probably stepped considerably out of the conventional field of opening bazaars, unveiling statues, and shaking the hands of devout and worshipful old ladies.

We hope that the Hon. Albert Matthews will follow his example, and that Lord Tweedsmuir, who is tied to no political party, will have more constructive remarks to make.

It will be refreshing to hear pronouncements that are not a build-up for a remote, but eventual election.

Apart from a very direct appeal for the practice of the principles of the universal brotherhood of man, there is something equally worthy of attention and refreshing in the weekly radio talks of Rabbi Maurice Eisendrath of Toronto.

THE OTHER MAN'S FAITH. This progressive son of an ancient race, priest of an ancient religion and student of an ancient culture, who on many an occasion has broken down the barriers of tradition, did not hesitate to acknowledge that there was common ground in the faiths of Jew and Gentile—the belief in the father-

hood of God and the brotherhood of man. In the Christian churches too, today, there is a tendency, while not to agree on doctrine, to agree on principles, and in this development there is great hope.

When there is general interest in religious faith, and dissatisfaction with some of its manifestations, coupled with a desire for tolerance and understanding, there is hope for peace, for not a little of the hatred of the world has been centred on religion. There is room for more than one Eisendrath both in Judaism and Christianity.

HARBINGERS OF SPRING. Boy Scouts of New York City went into Van Cortlandt Park last Sunday afternoon for their regular Hunt for Spring, and according to radio descriptions the trove was unusually optimistic. While this may be all very gratifying to Atlantic City and Coney Island pleasure resorts, residents of this community should not yet prepare to throw their red flannels aside, despite the fact that a good many wild ducks have been in our midst nearly all winter.

The robin, unlike the groundhog, is a bird without a sense of responsibility. His appearance in Van Cortlandt may mean only that he is interested in winter sports, is too lazy to fly further south, or just likes to fool people. The skunk cabbage is less glamorous but more reliable. It hasn't the freedom of the will that gets robins and men into such a dither. Of necessity it is dictated to by the weather. So when the Boy Scouts find skunk cabbage unfolding its more or less delicate leaves, we can hope that Spring is just around the proverbial corner. Some field garlic, several wood spiders, some pickered frogs, and a garter snake or two will help to confirm this auspicious omen.

It may be a little too early to tell what all this guesswork is going to amount to. Some authorities say one thing and some say another. On the whole, the climate appears to be fundamentally sound, despite day-to-day fluctuations.

HE FORGOT

He brushed his teeth twice a day with a nationally advertised toothpaste.

The doctor examined him twice a year. He wore rubbers when it rained.

He slept with his windows wide open.

He stuck to a diet of plenty of vegetables.

He relinquished his tonsils and traded in several worn-out glands.

He golfed—never more than 18 holes.

He got at least 8 hours' sleep every night.

He never smoked, drank, or lost his temper. He did his daily dozen daily.

He was all set to live to be a hundred.

The funeral will be held tomorrow.

He is survived by 18 specialists, four health institutes, six gymnasiums, and numerous manufacturers of health foods and antiseptics, but his motor car predeceased him. He had forgotten about trains at grade crossings. —Exchange.

NOTE AND COMMENT

We do not wish to see the present Radio Corporation resign. No need of changing horses in mid-stream. No—but we will help them abdicate. That has a better, a more final sound.

The danger of a centrally controlled radio is as grave, if not graver, than a centrally controlled press. The freedom of the press is absolutely essential in a democratic country, and so, we maintain, is the freedom of the air. We will grant that it is relatively free just now, but who can guarantee that it will remain free?

Letter writer asks a Toronto daily how one can put on one's clothes in a sleeping berth. One can't. Wear a bathrobe, and dress in the smoking room. It's often done. How do you get the bathrobe on? Oh, well, you'll have to worry about something.

According to press despatches the Ontario Government is considering seriously the closing of beverage rooms for women in the province. Should such a move take place it would without doubt meet with the approval of a vast majority of the citizenry. What little may be said in favor of beverage rooms as a whole certainly does not apply to those being conducted for women.

Thousands of dollars are spent annually by the Salada Tea Co. for advertising. Mr. Edgar Pinto, vice-president, said recently: "Newspaper advertising is really the backbone of our sales effort, around which all other advertising and merchandising activities are built." And, it might be added that the Company have been continuous users of space in this paper for years.

We have just found out why we pay the two dollars radio license fee per year. It is, shush, so that we may listen to programs originating in the United States from United States stations. S'a fact!

An old one re-read the other day but still possessing a kick of humor: "One day my brother drove a load of vegetables to a nearby government asylum. As he stopped his team one of the inmates approached and asked the driver if he followed farming for a living. Receiving an affirmative answer, his next query was, 'Why don't you try being crazy? See that building? Nothing finer in this part of the country. And these clothes I'm wearing, good enough for anybody.' Then, assuming a confidential attitude, and cupping his hand to the farmer's ear, whispered, 'And the nuts on the outside pay for it all!'"

The Ottawa Spotlight

By Spectator

Ottawa, March 8th.—There is plenty of grit for the parliamentary mill this session. The government's two transport bills have made further progress towards enactment. One that has passed through the commons and will now be considered by the senate amends the Trans-Canada Air Lines Act. The bill will enable planes on this transcontinental service to pass over a section of Maine on their way to and from the Maritimes. The airways may also, in the future, operate some air links across the international boundary into the United States and the amended bill will give the air lines power to do so. The necessary authority was also given the Canada Airways to make its agreed investment in the Trans-Atlantic air service. Canada's contribution to this service, amounting to about \$1,250,000, will represent 24½ per cent of the shares of this enterprise. A similar proportion will be owned by the Irish Free States while the United Kingdom will own 51 per cent. Next month a delegate will be sent to Ireland from Canada to discuss the formation of the company. Imperial Airways will continue experimental flights across the Atlantic in preparation for the inauguration of this service.

The other transport bill which has been introduced by Mr. Howe, but which has still to be fully discussed in a committee of the commons, will set up a Board of Transport Commissioners. This will be the Board of Railway Commissioners with enlarged powers covering air traffic and inland shipping as well as the railways. An effort has been made to strike out the contentious features of the transport bill which was introduced in the senate last session and defeated there. The new transport board will make no attempt to regulate highway traffic. The provinces objected strenuously to the provisions of the bill of last session regarding the control of trucking on the highways. They said that was their field, not the Dominion's. There will also be no attempt to regulate bulk cargoes of grain and other commodities on the Great Lakes. Further there will be no control vested in the transport board over coastal traffic in the Maritimes and British Columbia.

One of the measures of control in the hands of the new transport board will be through the issue of licenses. These will be granted by the board when it is satisfied that the service for which license is desired will meet "public convenience and necessity." As an aid to shipping on the Great Lakes which has been troubled with competition of second hand vessels, the bill provides that licenses will not be granted to boats other than British boats hereafter imported into Canada which were constructed more than ten years before their importation." The clauses of this bill will be fully discussed in a committee of the house.

Not much controversy has arisen as yet this session in the Commons over the ever present Canadian National deficit beyond a private member's resolution urging the government to do something about it. However there will probably be considerable discussion when the supplementary estimates, in which the deficit is the main item, are presented to the house. The senate will probably witness lively exchanges over the resolution presented in that chamber by Senator C. F. Beaubien. The resolution says: "That in the opinion of the senate, the government should be urged to settle the railway problem in Canada at an early date in order to stop the ruinous loss made each year by the Dominion through the Canadian National Railways, and which already amounts to several billion dollars." Senator Beaubien advocates joint management of the C.P.R. and C.N.R. with a board of fifteen directors. It would mean an annual saving of from 60 to 75 million dollars, he believes. Under the joint management plan, he said in the Senate, 5,000 miles of track could be abandoned, 15 per cent of employees released, with the elimination also of duplicate stations. He was speaking on behalf of the "forgotten taxpayer." He claimed that the plan would not be harmful to the employees as it would require four or five years to come into effect and the changes in working personnel would be simply through the natural retirement through age, etc.

Features of outstanding interest in the proceedings of the commons have been the presentation to parliament by the prime minister of the "white paper," giving the letters and documents on the St. Lawrence waterway and questions surrounding it; and debates on old age pensions and on whether the Dominion should assume the full cost of unemployment relief.

The resolution of Mr. A. A. Heaps, labor member from Winnipeg, suggesting that the pensionable age should be lowered from its present limit of 70 years was ably supported by several members on humanitarian grounds. The finance minister, Mr. Dunning, while sympathetic to the idea opposed it on the principle that "you must cut your coat according to your cloth." A reduction of five years, that is from 70 to 65 years would mean the increase in the cost to the Dominion treasury, which covers 75 per cent of the full cost, from 30 million dollars in the coming fiscal year to 48 million. If the limit was reduced to 60 years the annual cost would be between 71 and 72 million. The constitution of the country in its present form didn't give the Dominion avenues of taxation to defray the additional cost. If the age limit

Temperance Column

THE ANNUAL CONVENTION

The Annual Convention of The Ontario Temperance Federation meets in Toronto on March 10 and 11. The session will be held in Trinity United Church, one block west of the corner of Spadina Ave. and Bloor Street, commencing at 9.30 on Thursday morning.

SUCCESSFUL BUSINESS

The presidents of both the Bank of Commerce and the Bank of Nova Scotia in their addresses at the annual meetings comment on the improvement in trade in Canada in the year 1937 over 1936. Both of them estimate the increase in money income of the Canadian people in this period as about 10 per cent.

There is one business at least that seems to be in a preferred class, Hiram Walker - Gooderham and Worts, distillers, in their statement for the year ending August 31, shows a gross increase in money value of their turnover of 16.7 per cent., and an increase in their net profit of 34.7 per cent. Distillers Corporation-Seagrams had for its fiscal year ending July 31, 1937, a net profit of \$7,444,000 as against \$4,208,000 the previous year, an increase of 76 per cent. The Canadian Breweries Limited for the year ending October 31 shows an increase in total income of over 18 per cent and an increase in net profits for 1937 over 1936 of 836 per cent.

NAVY Grog MONEY

In the British navy, following an ancient tradition, a rum ration is allowed to all members of the crew. Owing to the growth of temperance sentiment an arrangement has been made whereby those who wish can receive a small cash allowance instead of the liquor. An idea of the resulting situation may be had from the information in a recent article in Maclean's on the Royal Canadian navy which states that out of 114 members of the crew of the H.M.C.S. Fraser only 41 take the ration—the others pocket six cents a day in lieu of the liquor. The allowance is popularly known as "grog money."

A DRY TOWN'S GOOD FORTUNE

(Condensed Globe-Mail) Stayner is a dry town. It claims it is the only town of its size in Ontario that has never at any time had assistance from the provincial government for direct relief. Of its population of 1100, not one family is on relief, and Stayner started the



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