

The British Whig



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A CHANGE OF TACTICS. A special writer in the New York Times, and in the Sunday edition, in a special article, from which the Whig prints an extract in its news columns, outlines the tactics in war which have been adopted as a result of the council of war in France. There is now in constant session a body of experts whose business it is to study and plan tactics, and in future there will be no more, or any move, without their consent.

They have apparently conceived the idea of making an advance upon the enemy via central and southern Europe and by a route "practically untouched by the war in the past two years."

One can see the wisdom of this. The Russians are making great progress in their campaign against the Turks because these have not been able to bar the way along a greatly extended frontier. And in the east and west of Germany there is very little change for the reason that the earthy fortifications are simply impregnable. The Verdun disaster supplies the evidence that the trenches may be cut for a few hundred yards, but a great army, even the hundreds of thousands which have been commanded by the Crown Prince of Germany, cannot conquer. So the enemy is to be attacked in a new way and by a new route. The development of these will be watched with the profoundest interest.

The federal government has paid, or undertaken to pay, \$5,000,000 for a railway in Quebec, (the Saguenay), which, according to the Montreal News, can provide "traffic for the gulls and the crows." The deal is inexplicable.

RAILWAYS IN DISTRESS. The financial necessities of two of the transcontinental railways point to the day, in the early future, when they will be owned and operated by the government. They are in a bankrupt condition now, and can scarcely escape from it in private ownership. The Grand Trunk Pacific Company has candidly confessed that the position of the road is hopeless so far as it is concerned, and the Grand Trunk Company wants relief from it, and at once. Some day, under brighter suns and more propitious circumstances, the company may want the road again if it has been transferred to the government, and it must want this in vain, since so party would consent to the change.

The Canadian Northern Railway represents a personal energy and enterprise that have been simply wonderful, but a personal element that cannot count for much in the face of the present difficulties. There is no talk of surrender in this case, but it is inevitable. The obligations of the company, guaranteed by the dominion and provinces, amount to \$208,000,000, and the unguaranteed obligations amount to \$187,000,000. The feeling of some members of parliament is that the sooner the road goes into liquidation the better; indeed, it is the feeling that the Grand Trunk Pacific should also pass through a similar experience as a preliminary to nationalization. The process to this end is long and painful enough, but it seems to be necessary.

Meanwhile the railways are to be aided with government loans to the extent of \$23,000,000. This money is to be used in liquidating present obligations, (not in undertaking new works), under the direction of a commission; and experts will be appointed to examine into the whole situation and supply the data upon which

the government may later take over and manage the railways. Who would have anticipated this result a few years ago? Mr. Maclean, M.P., was talking about nationalization in his own dreamy way, but no one else of outstanding personality. Great have been the changes superinduced by the war, and great the burdens laid upon the railway corporations since it interfered with their development and financial affairs.

When the Conservative Mail of Montreal protests against the Saguenay railway deal it must be indefensible. The independence of the press generally is asserting itself, and it is a most promising sign.

GOES INTO RETIREMENT. Capt. Thompson, the only counsel in connection with the Davidson Commission, and given to a most polite conduct of his work, has resigned. It is announced that this is owing to the fact that as a military man he must engage in active service and cannot undertake the new contract that has been referred to the commission. This has to do with the ammunition scandal which was partially exposed in the Commons on Saturday last.

In an incidental manner the information came to the liberals that there had been a great sale of ammunition, alleged to have been condemned and under the most suspicious circumstances. When the details were asked for they were declined, on the ground that it was not expedient to make them public. But the demand was repeated again and again and made most urgent, and after the lapse of months it transpired that Col. Allison, the middleman, had again got in his fine work, that the minister of militia had approved of the sale of millions of rounds at a price that was lower than it should be.

Once more also it became remarkable that much of the ammunition had been disposed of to the British Admiralty, or British Government, and the sale could have been made direct and without the intervention of the ubiquitous Allison. A great deal has been heard about the deal, and a great deal more will be learned as a result of the probing by a commission. The liberals wanted the case referred to the Meredith-Duff Commission, and the government, forestalling the debate in parliament, had the matter referred to the Davidson Commission without reporting the matter to the Commons.

At once there was objection. The government counsel, Capt. Thompson, was a subordinate of the minister of militia. It was inappropriate that he should act. He could not be expected to proceed against his superior officer, and the charge is that Sir Sam sold the ammunition which belonged to the people of Canada without the necessary order-in-council, and this order-in-council, though framed in January, has not been passed.

Capt. Thompson bases his retirement from the Davidson Commission as counsel upon the ground that his military duties claim his attention, and his retirement relieves him of a most embarrassing position and one which the liberals emphasized in Saturday's session of the Commons. His judgment under the circumstances is to be commended.

EDITORIAL NOTES. Hon. Mr. Graham thinks the railway deals of the federal government are "monstrous," but they go through just the same.

Sir Wilfrid Laurier is going out on a recruiting tour through Ontario and Quebec now that the house is prorogued. Will Sir Robert Borden accompany him?

The Ottawa Free Press says that the mixing of politics and war in parliament is not good. It means the mixing of politics and plunder. This has certainly not been good for the country.

A conservative print says there is nothing in the Kyte charges. Nothing for Kyte. He is not looking for money. There was a good deal in the Allison charges. As an intermediary, who was bobbing up everywhere, he has benefited by hundreds of thousands of dollars.

According to the London Free Press, Capt. Thompson resigned as counsel of the Davidson Commission because he was unfairly criticised. According to the Montreal Mail he showed excellent taste and judgment in his action. Both are conservative papers. Which the more fully reflects the truth?

The United States government seems to have had an experience of its own with regard to shells. It has paid \$15.45 to the Frankford Arsenal for an article that cost, with private contractors, \$25.26. There was an Allison at work, and as a result the people's millions have gone to his account.

The Meredith-Duff Commission will examine the Hughes-Flavelle correspondence and select the parts that can be discussed in public. Sir Sam seems to have talked to the chairman of the Munitions Board as he has talked to the auditor-general,

and this talk cannot be called lady-like in its quality.

A million dollars a year wasted in public printing! That is the announcement of Col. Currie, the chairman of the federal printing committee. The remedy is a board of censors who will cut and carve the public reports, stop all duplications, and give to the people only the information which they need.

Henry Ford would not mind running for the presidency of the United States. It would be a diversion for him. But he does not want to finance a political party. He suspects what that means. He has just gone through one remarkable experience as the financier of a peace commission, and his pocket book is not quite so plethoric.

KINGSTON EVENTS 25 YEARS AGO

Two prominent members of the First Congregational Church appear

Random Reels

"Of Shoes and Ships, and Sealing Wax, of Cabbages and Kings."

Horsepower

Horsepower is a term which is used to describe the brute strength of the automobile when there are no hills or sand in sight. It is one of the most fluctuating terms in use, as the purchaser never knows whether the agent is referring to a Belgian draft horse or a Shetland pony. Before a new automobile is delivered to the customer it is fitted up with headlights, trunk tray, motor and eight-day clock, inserted under the hood, where the owner cannot see it struggle. After the car has been driven for a few months this horsepower begins to ooze away in large chunks, which is very discouraging to the man who is demonstrating its pulling qualities to a friend who is about to buy. Many a man has lost a nice commission on a new car by taking out a prospect in his own machine and having it strangle itself to death on a nine per cent. grade. The only place to demonstrate the horsepower in an automobile is on a paved street which starts from the top of a long hill. Some automobiles have more horsepower than others, but none of them can pull out of a mudhole without the aid of a farm team. One

of the most ghastly sights in life is that of a huge, seventy-horsepower touring car which has sunk up to its hips in clay mud and has to be yanked to the top of the hill by a span of mules. Why is it that man can put the brawn and muscle of seventy Clydesdale three-years-olds into an automobile, only to have them sit down on their haunches in the mud and perform the functions of a steam dredge? If there were less horsepower in our automobiles and more rear tires with cleats in them like a Mogul tractor, there would be fewer mud bespattered pessimists rooting on a side hill awaiting the approach of the life-saving crew. Every automobile that is sold carries with it a certain amount of "rated" horsepower which depends upon two things—the bore and stroke and the conscience of the salesman. It has been proven that only fifteen per cent. of the kind of horsepower ever gets close enough to the rear wheels to take hold, the rest being consumed in inertia and imagination. Sometimes a car will not develop anything but inertia and will have to be dragged home behind street which starts from the top of a long hill. Horsepower would be better appreciated if it didn't need a scoop shovel and a rope and tackle to make it go.

Rippling Rhymes

PUBLICITY



WILF MASON

Please note this little fact, I beg: It is the hen that lays the egg; the rooster does the yelling; he flaps his silly wings and crows, and points with pride a while and throws some fits around your dwelling. And every time I hear him whoop, and prance around the chicken coop, a feeling hunky-dory, I think of husbands I have known, who think that they, and they alone, deserve the praise and glory. They would ignore the patient wives who organized their misfit lives, when they were badly sagging, who bore the burden of the day, and helped to cut the swath of hay of which the hubs are bragging. There's many a fellow known to fame who would have failed to win the game, but for some little woman, who staying humbly in the dark, still made her old man toe the mark, with patience super-human. And, having climbed from out the cuts, how haughtily that old man struts, how proudly tells his story! The wife beholds that crowning gent, and softly smiles, for shes content with a reflected glory.

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AIRY BLACK HATS MUCH IN FAVOR.

Black hats always come into special favor in warm weather, when frocks and wraps are light. This new Lewis model is exceedingly graceful—with airy frills of black lace rising from a tall crown. The band of black velvet gives the density of tone that best sets off the sheer black lace.

in Police Court, one charged with using grossly insulting language and the other with assault.

An additional letter carrier to be given to Kingston post office.

City Council decides to submit tax exemption question to the people.

Louis Cleaver, an old landmark of Kingston expired while eating breakfast too rapidly at the Stanley House.

Partysim Was Under.

(London Advertiser.) There's at least one satisfactory point about the bilingual vote in Ottawa, partysim did not have entire control.

Ontario's Pork Barrel.

(Windsor Record.) The people of Ontario are not objecting to the provincial war tax but they want the money applied for war purposes and not to "pork barrel" projects.

Wanted In England.

(Brantford Expositor.) Mr. Lloyd Harris has been sent for by the British Government in connection with munitions work. This is the gentleman whom the Shells Committee treated in a cavalier manner because they did not think he was big enough a man to handle a fuse contract.

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