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Quoth the silk shirt buyer: "Never more."

Truth and a hyphen crushed to earth will rise again.

The Philippine Islands export more coconut oil than any other world section.

Europe's ship is helmsless, says an alarmist. Also, fortunately, Wilhelmless.

One suspects at times that oil and water will mix about as easily as oil and diplomacy.

The objection to splendid isolation is that there is no longer enough of it to seem splendid.

"He don't drink" is good grammar in Chicago. But it is a very poor example of veracity.

You never see a passenger pigeon any more, and even the passenger rates are almost out of sight.

Well, thank goodness, we'll be gone when posterity begins to comment on the mess bequeathed it.

That English lady who thinks she hears the crack of doom has probably heard the world going broke.

Applying coercive measures probably won't do much good unless they are applied just back of Heinie's left ear.

Some of the changes are made for the sake of convenience, and some to make last year's cars look out of date.

If the wicked brethren can't have any fun on Sunday, they will probably make the day blue with language.

Any activity at Petrograd is called an uprising. She has reached a point where there is no way to go but up.

The reason Germany can't think out a way to pay is because all her mental energy is employed devising ways to dodge.

We don't know anything about the Iowa judge who ruled that a man is head of the household, but we surmise that he is a bachelor.

The grand assault on tobacco has started in the United States, where most of our fads come from. Already several states have passed laws prohibiting the use of the weed.

Cherry street west, fronting Chalmers church, is a disgrace to the city. It is full of holes and ruts, and in places the very bottom of the thoroughfare seems to have dropped out. Cannot the street department do something to remedy this condition?

"The demands of our young women are becoming so great in the matter of dress and decorations that young men are unable to contemplate marriage," declared Bishop Farthing, of Montreal, a few days ago. As if to prove his contention, the courts of that city are now imposing fines upon bachelors who neglect to pay the annual freedom tax of \$10.

THE EMBARGO ON CANADIAN CATTLE.

The importance of the campaign in England and in Canada for the removal of the embargo on the importation of Canadian cattle in Great Britain is, perhaps, being lost sight of, owing to the tremendous international issues which have arisen in Europe. That it is an important matter, however, is very evident from the fact that it cost the government in England a by-election, even when the coalition candidate was the Minister of Agriculture, and it has created a political turmoil in Great Britain which is likely to have far-reaching effects. The opposition of Lord Beaverbrook to the embargo, and the events arising out of this, have made it a question of great significance, and it threatens to be the subject of much discussion at the Imperial Conference in June.

The opposition to the embargo on this side of the Atlantic arises, not so much from the fact that it exists, as from the reason for the embargo. The original reason for its imposition was the existence of disease amongst Canadian cattle. A few diseased animals were sent to Britain, there was an epidemic of the disease over there, and the doors were shut tight against Canadian stock purely on this ground. The existence of disease amongst cattle in this country was considered a menace to the stock in Great Britain; therefore, as a precautionary measure, our cattle were barred from the country.

No one, however, pretends that this reason for an embargo now exists. It is so many years since there has been any outbreak of disease in Canadian herds that this argument has lost its force, and is no longer valid. The embargo still stands, but it has become purely and solely a protective measure for the British livestock breeders in the British markets. It answers the same purpose as a high tariff wall, only it is even more effective than that would be. The need for the absolute embargo no longer exists. It is a matter of history, and fairly ancient history at that.

It has been admitted by Lloyd George and by the British Secretary of Agriculture that there is no longer any fear of disease being taken to England by Canadian cattle. They are agreed that there is no longer any cause for this slight upon Canadian breeders. Why, then, does the embargo still stand? If it is needed as a protection to the home industry, why does not the British government come out openly and say so? The proper course, if a measure to protect the cattle-raising industry in Britain is needed, would be to make tariffs of sufficient size to keep the home market for the home producer. We do not say this would be a good thing. We do not believe it would meet with any favour in this country, but it would be infinitely better than having the Canadian cattlemen slighted by the perpetuation of an embargo on their produce on the grounds of diseased stock.

PROVINCIAL HIGHWAYS.

In today's issue we reproduce a map of Ontario showing all the provincial highways already constructed and projected, in all 1,800 miles. With the exception of about 250 miles, all of these highways are situated west of Toronto where they form a perfect network of connecting links serving practically every community of importance. These roads receive grants from both the provincial and federal governments. A study of this map would give the impression that central and eastern Ontario consisted of a wilderness, for there is a single road running from Toronto to Montreal with but three branches, one to Peterboro, one from Kingston to Ottawa and Arnprior and another from Prescott to Ottawa and from Ottawa along the Ottawa river to Montreal.

Why is it, that while western Ontario is so well served, very little provision has been made for the rest of the province? There are no less than six highways running into Hamilton and four into London. Why this great disparity in the treatment of eastern Ontario compared to western Ontario by the legislature? The situation calls for prompt action. A meeting of municipalities should be called for the purpose of discussing the matter and drawing up a highway system that will provide adequate means of communication and develop the possibilities that lie within this rich territory.

Peterboro is waking up, and both the county council and city council are being urged to put forth every effort to recover lost ground and secure a fair share of the large federal and provincial grants toward such desirable highways now being or about to be distributed. The lake shore is well served but there should be roads running back into the north townships that are as yet untouched and probably never will be touched by railways. Kingston is the natural hub of a wide radius including Frontenac and adjoining counties, and we have an interest in seeing the means of communication improved. Such roads will stimulate trade and build up the communities they serve, for the motorization of vehicles has inaugurated a forward movement in travel for both business and pleasure and we should not be content to allow our resources to remain isolated and inaccessible for want of well-con-

structed and efficiently maintained thoroughfares as embodied in the provincial highways scheme.

It cannot be denied that the blame for this situation lays with the representatives of the constituencies and the municipalities. The latter have not been alive to the benefits to be derived from the highways scheme and have permitted western Ontario to dominate the government and secure the major portion of the grants. Acquiescence and co-operation must come from the municipalities themselves, and if they are going to advance with the prosperity of the rest of the country they must wake up. This is a matter in which the Kingston board of trade might well take the initiative and study out a plan of highway construction for this part of the province that would bring the outlying important points into direct communication with the city and at the same time open up avenues for a big tourist traffic. This means a big thing to the city, and it will mean much to the district served as well. We should not be content with a road to Ottawa and another to Montreal and Toronto, but should have a highway running back through the country that would connect up with the towns and villages both east and west; and we should make an effort to secure the support of the townships in an application for the government grant for its construction. If the other counties do the same we will be as well served in the east as the people in the west.

BITS OF BY-PLAY

By LUKE McLUKE

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Poor Old Grandma! How strange to our sight is old Grandmother's clothing, when faint recollection presents it to view. The styles of those days we regard now with loathing, for she wore foot stuff that you couldn't see through. The wide-hanging hoop skirt, the big clumsy bustle, helped give her a shape like a young babe of hay. To one-step with her would have been quite a tussle, she wasn't half-naked like girls of to-day. The basque that she wore was a thick bunch of drapings, the dog-gone thing fastened clear up to her teeth. She showed not a thing to keep young fellows gapping, and you could not see her pink skin underneath. But, then, in those days girls were taught to be modest, they never went out wearing gowns that were ruffled, the clothes that they wore were both thick and opaque.

Some "Thin": "Gosh, but that man is thin, isn't he?" exclaimed Brown.

"He sure is," agreed Jones. "Why he's almost as thin as the ham in a railroad restaurant ham sandwich."

Striking: "Your friend is a man of striking personality," remarked the Old Fogey.

"Yes," replied the Grouch. "He's a labor agitator."

Roses Is Roses: He told her that she was a rose. He married Mary Grind; And she is still a rose, he knows. The saffron yellow kind.

Boy, Face the Hanging Committee: Sign on a store in Windsor, Nova Scotia:

Lynch the Grocer.

Mean Brute! "So you do not believe in early marriages?" said Miss Oldgirl.

"I do not," replied Mr. Oldbatch. "A 3-n fool is usually a grandfather before a wise man thinks of marrying."

So Live, &c.: One time when an upper berth is better than a lower berth is when you are going on your last long journey.



The Prince of Wales presents Boxing Shield to Jewish Lads' Brigade, Colonel Patterson receiving the medal.

Luke McLuke. And it's a lot harder to earn an upper, though the demand is stiffer for the lower—Wilmington News-Journal.

Advice: "If you tickle the heels of a mule," said Dan,

"You may escape, my lad; but do not monkey with the man who grins when he gets mad!"

Honk, Honk! Some of the noise-making devices on motor cars scare you to death. But what we started to tell you was that you can find Otto Horn at 2215 West Chicago avenue, Chicago, Ill.

Where? Where have they gone? They used to be a rule. I've thought of them so many times of late.

Where are the things you used to use in school? The little round slate pencil and the slate?

Well, Let's Try It! Dear Luke: If we would replace the flat "a" in "vacation" with an "o" we would soon have prosperity back in this country.—R. J. S. Gaffney, S. C.

Oh, Joy. We have seen the combination ice box and folding bed and the combination bathtub and pool table, but a Cincinnati man has evidently invented a new article of furniture. Pipe this ad. in a Cincinnati newspaper. FOR SALE—Combination bookcase and coal range.

Sbrig Sag. I'd glad the roj'd's here, by Jig. For thad's, of course, a sig'd of Sbrig. I chided by heavies into 'bida, by logs are cold, so are by fida; Bud I'd berry, berry as cud be. For Sbrig, sweet Sbrig, is here, you see.

Do bore by tobaced dow I wear Through thid shird sleeves I feel the air; By head's it feels lige a ballood. You see, I took theb off too sood; But I'd berry, berry as cud be. For Sbrig, sweet Sbrig, is here, you see.

A Testimonial. Dear Luke: I have been taking your course in "How To Be A Humorist." I wrote a few jokes and read them to my friends. I am now compelled to wear a baseball catcher's mask to protect my nose until it heals up.—Vic.

Our Daily Special. Some Men Never Reach The Age Of Discretion.

Walt Mason THE POET PHILOSOPHER

THE MILLENIUM. Some day the stand-off scheme will smash, a wise old seer has said it, and all we'll buy will be for cash, and none will ask for credit. Collectors then won't block our way and bluff and plead and beckon; and that will be a happy day for all of us, I reckon. We have to pay more for our eats, and find the poorhouse closer, because we pay the bills of beats who sting the corner grocer. The grocer sighs, "This Jasper Jones has jumped our lovely elf, and he was owing forty bones, which seems a ghastly pity. He'll never pay me for my rice, he never more will greet me; and so I'll have to raise the price from those who do not beat me." And when I go to purchase prunes to feed my children twenty, he's raised the price some picyanans, and soaks me good and plenty. The tailor trusts a hundred men, and ten of them don't pay him, and I must dig an extra yen to comfort him and stay him. And so it goes along the line, in every kind of dealing; the deadbeat adds to bills of mine until my head is reeling. 'Twill be a blessed day, gadzooks, when "stand-off" system ceases, when merchant princes burn their books, and kick the slate to pieces.

An emergency proclamation is to be issued by the crown. The British Government is to take drastic measures to deal with the coal strike.

WALT MASON.

BIBBY'S Style Headquarters for Men, Young Men and Boys The Store That Keeps The Prices Down BLUE SUITS Same exceptionally good values. SEE BIBBY'S \$24.75 BLUE SUITS Sizes 34 to 40. Fabric, an all wool Fox English Serge, smart models, perfectly tailored. SEE BIBBY'S \$28.50 BLUE SERGE SUITS Fine quality Twill Serge Suit. Sizes 35 to 42. Splendid value. SEE BIBBY'S \$35.00 BLUE SUITS Pure Wool Indigo Worsted. Rich dark shade of Blue. Tailored by expert hands, who make a specialty of making smart clothes, and making them well. Sizes 35 to 44. Suits, Slims, Shorts and regular type. Men's and Boys' Wear—78, 80, 82 Princess Street BIBBY'S

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Toronto as a Tourist Centre is indicated by the volume of her Hotel traffic. The returns of all Hotels show not only a tremendous increase in transient traffic, but increased volume of local patronage. In other words, Toronto is becoming more cosmopolitan. The advent of the new Union Station, the Harbour Development and the Radial System will serve to enlarge their scope. This accounts for the increasing investment interest in the King Edward Construction Co. Limited Preferred Shares. These Preferred Shares can be bought on a basis that pays 11% on the investment. Write for particulars. You will be interested. W. A. MACKENZIE & CO. Limited Government and Municipal Bonds, Corporation Securities, 42 King Street West TORONTO CANADA

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