

THE BRITISH WHIG 1917 YEAR.



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Among other things gradually getting back to par is idealism.

A man isn't really old until he can't enthuse about a 400 hitter.

After all, perhaps it is better for China to learn war during her spare time at home.

So far scientists haven't been able to invent a loud speaker that beats the self-made man.

Becoming sophisticated is merely a process of turning illusions into disagreeable memories.

One fault of social ambition is that it makes tradesmen wait too long for their money.

Life is full of disappointments, and the story seldom lives up to the thrill of the headline.

Something must be done to protect the game in order that we may have something to slaughter.

It is a good idea to kiss the children good night, if you don't mind waiting up for them.

That river of mud in California has gone too far. Some of it is coming in on the radio.

Some people think they have no pep unless they are getting excited about something or other.

Never call another man a hypocrite until your back yard is as clean as your front yard.

A writer says man's "inherent bellicosity" causes all our trouble. What about his verbosity?

Don't worry. If he called three times while you were out, he wasn't trying to give you anything.

Correct this sentence: "Well, well," said he cheerfully; "I must get up and get another quilt."

All have faults. There is something rotten in Denmark, but Limburger originated in Belgium.

Philosophy is the quality that makes a man call it a bald spot after it reaches down to his ears.

Youth: "The world needs reforming." Maturity: "The world is hopeless." Age: "God bless the world."

Once let the world cheer madly when a peace advocate passes by and the business of war will be ended.

No doubt Europe things of Columbus as the man who discovered something to blame for everything.

The only objection to good conversationalists is the fact that so many of them attend the movies.

Correct this sentence: "Honest, I'm not sick," said the small boy; "I just don't like to stay up late."

Republic: A place where the conviction obtains perennially that one fore election will usher in the millennium.

According to a Berlin professor January 1st will mark the end of the bobbed hair craze. But Berlin professors are not infallible and women do not go to Germany for styles.

BIBLE THOUGHT: SEEK YE THE LORD WHILE HE MAY BE FOUND, CALL YE UPON HIM WHILE HE IS NEAR.—Isaiah 55:6

GENUINE HELP.

Here is one of the rarest combinations, philanthropy and old-fashioned horse sense. Dr. Becker, a wealthy New York optician, will furnish eye-glasses free of charge to every school child in his city who needs but cannot afford them. He estimates that it will cost him \$20,000. It will do more real good than twenty millions spent for economic investigation and similar "charity work." The Rotary Club of Kingston last year did something along the same line. It supplied glasses to such children as required them when their cases were favorably reported on by the school nurse. Unfortunately its funds were limited, and it could not do as much as it wished. With more funds at its disposal it could carry on this splendid work to a better conclusion.

LOOK BEFORE CROSSING.

A rather novel contribution to the current discussion of how to lessen automobile accidents is made by a New York physician. It is to employ the power of repeated suggestion in an effort to make the public more careful. For 15 years he has gone his daily rounds about the metropolis on the front seat of an automobile, sitting with his chauffeur, "for the reason that the utmost attention is required on the part of both to prevent us from more or less damaging the New York City pedestrian. Up to the present time we have not damaged a single individual, but we are not at all sure about tomorrow. There are those who use our streets who apparently insist on being run over. If one is to judge from their indifference to their surroundings," continues the doctor. As he sees it from the front seat of his car, about 10 per cent. of accidents may be laid at the door of the automobile driver and the rest are due to absence of concentration on the part of the pedestrian. Here is where he believes a policy of organized suggestion would come in. He would have every newspaper print conspicuously on the front page daily, "before you cross the street today look carefully to right and left." He would have the same warning flashed on motion picture screens and posted up in all the schools and public buildings and the sign displayed on every third lamp post. Within a few days, he believes, every person who is not blind or illiterate would involuntarily look to right and left before crossing a street. He would do so because he could not help it; it would have become a habit. Even if such a scheme of publicity is not adopted, self-education of every individual in this common sense precaution is possible, and obviously acquisition of the habit would reduce automobile accidents to the minimum.

AN AWAKENING INTEREST.

The Board of Trade, whose members represent the industrial, commercial and professional life of the city, are evincing a commendable interest in the forthcoming municipal elections. A special committee has been named to recommend suitable candidates for various civic offices who could be endorsed by the board. The newspapers have been asked to co-operate with the board in order that good and experienced men might be assured of election if they consented to run. As far as the Whig is concerned, it will welcome such a move and will do its part toward supporting suitable candidates irrespective of their political affiliation, for we do not believe that politics should be introduced into the municipal arena. That was the attitude we took last year. The best interests of the city demand co-operation and united action, and it is a hopeful sign that this idea seems to be gaining ground. Especially is there need of new men on the utilities commission. The city possesses a plant worth some two million dollars, and it demands the best men that can be secured as commissioners. There are two vacancies to be filled at the next election, and great care should be taken that the right type of men are elected. The names of ex-Mayor J. M. Hughes and Mr. John Davis, president of the Davis Dry Dock Co., have been mentioned in this connection. Both are successful business men, with wide experience, and their training should fit them to be ideal commissioners. The Whig will gladly lend its support to such men as these, irrespective of their party affiliations. It is understood at this writing that both gentlemen will accept nomination. The city is indeed fortunate if such men consent to serve the people on the utilities commission. The blunders of the past few years will not likely be repeated if they are on the board.

OLD AGE AND LIFE.

The oldest living man in the world is the Manchurian giant, Yuan Kwo-Chang. He claims to be 153. Orientals accept him as authentic. The Chinese, in particular, believe that he doesn't exaggerate his age. Marshal Chang pensions him 200 yen a year. And yet Yuan, living his life in a half-barbaric Mongolian district, has not actually lived as much as the average Canadian of thirty. What counts is not the number

of birthdays, but how much happens between birthdays. Our generation, amid scientific marvels and with the whole world literally at our door as a result of transportation magic, crams into one year as much experience, learning, sensations and impressions as our great-grandfathers got in a dozen.

In the one-minute march from the death cell to the hangman's trap the condemned murderer lives through an eternity. In a second of sleep you can go through years of life as vivid as the real thing, though it is all a dream. Time is relative. Save \$1,000. With it you can travel more than Marco Polo in his whole lifetime. Or Columbus or any of the early explorers. The main difference is that you will not have their hardships. And you will be exploring the known instead of the uncharted.

Men now in the prime of life will have a chance to live 1,000 years, by approaching medical discoveries. So claimed the eminent German scientist, Professor Fritz Haber, recently. He expects the elimination of causes of natural death.

After enduring a few centuries, people would begin to curse the scientists who condemned them to the 1,000 years. Life begins to get dull after the eighth birthday or before. The average old person is quite calm as he contemplates the approaching end—more than resigned, he is willing. He has tasted life to its full extent and is ready for another world.

This earth is not interesting enough to be a permanent home, not even for 1,000 years. Life is a journey. And a gradual sameness makes any long trip tiresome towards its close. The ocean may be at its best delightful. But passengers still thrill when they sight land—destination—nearly as much as early explorers.

KINGSTON IN 1854

Sidelights From Our Files

Enterprising Mr. Counter.

April 17.—For several years past, the Kingston Marine Railway, the property of a joint stock company that was not satisfied with the investment of its capital, has been leased by Mr. Counter, who, with characteristic energy and enterprise, soon made it as advantageous to stockholders as to himself. But until last year he confined his building operation to the execution of specific orders and to the hauling out and repairs of steamboats. It was in the winter of 1853 that he first turned his attention to the building of ships for the British market. The "Cherokee," a bark of 400 tons burden, was built, launched in May, loaded in Toronto in June, went down the St. Lawrence and across to Liverpool, and was there unladen and sold at such a net profit as to satisfy both owner and builder. Another vessel, the "Arabia," of almost equal tonnage, was also built at the same time, but good freights kept her on Lake Ontario, all the year, and it is only now that she is preparing for her Atlantic voyage.

When Capt. Gaskin returned to Canada, he and Mr. Counter laid their heads together, and the result of their cogitations was laying down the keels of two vessels of more than double the size of the previous year. One, a bark of upwards of 300 tons and the other of nearly 900 tons. These vessels are now in sufficient forwardness to permit the first to be launched early in May, and the other in three weeks or a month later.

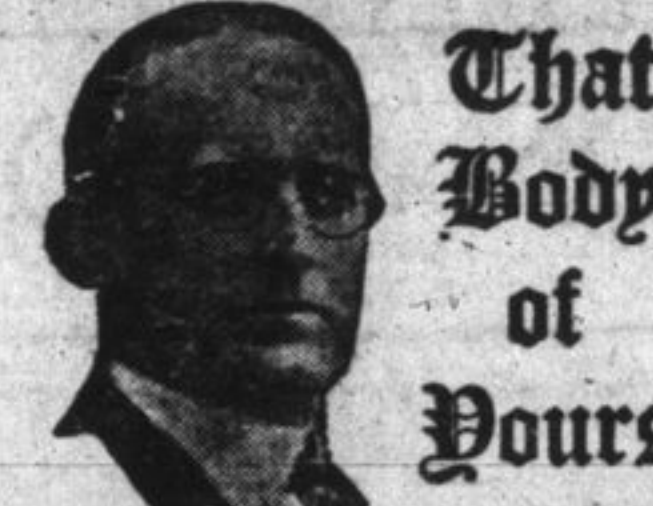
Note:—A marine railway is a piece of track on which boats are hauled out of the water for repair.



October 18.

One of the many famous promenades in this world is the Dufferin Terrace at Quebec. The terrace is 1,450 feet long and is 182 feet above the shining waters of the St. Lawrence. Curiously, while it is a playground of the city, it is also officially, part of the city's fortification, and can be resumed, in time of need, by the government, for purposes of defence. It was the Earl of Durham, who during his tenure of office, first had a vision of a promenade here. At that time the charred ruins of old Chateau St. Louis, still lay upon the ground. The Earl caused them to be cleared away, and a platform three hundred feet long to be erected over the old foundations. It was named in his honor, Durham Terrace. Forty years later, another Governor, the Earl of Dufferin, advocated a great scheme of city improvement, and as part of the plan, a new promenade was commenced, the corner stone of which was laid by him on this day in 1878. It was then renamed Dufferin Terrace. Dufferin's scheme included the rebuilding of Chateau St. Louis, the home of the Governors of New France; as a home for Canada's Governor-General, on the site which is now occupied by the Chateau Frontenac. That part of his vision was never realized, but Canada at least has a promenade which overlooks one of the finest natural panoramas anywhere in the world.

There is an interesting fact at the moment of wearing one gold-finished choker and one silver-finished. See Tweedell's \$23.50 Overcoats.



Dr. James W. Barton, M.D.

That Body of Yours

Handling The "Hysterical" Child. A principal of a school received a note from a mother reading as follows: "If Johnny misbehaves, send him home. Don't strap him, because he gets hysterical when he is whipped." The principal was one of the old type, and feeling that the boy would be spoiled if he spared the rod, he decided to interview the parents. He found that Johnny was subject to these fits of hysteria, when he was refused anything he wished. If going on a motor trip, Johnny had to sit in the front seat, or he would have hysterics, and the trip delayed or spoiled.

It was the same in the matter of his food, going to bed at night, and his general actions of the day at home, and at school or play.

The principal asked the parents if they had seen a doctor. They admitted that they had, and that the doctor had said that there was really nothing wrong with him physically.

"In that case," said the principal "why not treat him like any other youngster?" As it is everybody gives in to him. He is growing selfish, wants his own way everywhere, and is getting to be disliked or pitied everywhere he goes. It is not fair to your boy when he is young, to permit him to grow into a selfish man. He will not be able to get along with people, or make his way in the world.

As it is, he is wise enough to see that by "acting up" in this manner, he can just about get anything he wants.

He knows just the time to do his little "stunt" and get away with it. The whole underlying trouble is selfishness.

Now I don't want you to think I am interfering, but really I don't think you are fair to the boy. He'll never make a "real" man this way.

The parents were sensible. They spoke quietly but firmly to the boy about his actions. When he started to give trouble going on a motor trip, he was left at home. When he misbehaved at school, the principal was instructed to whip him.

It took a little while, but he was "cured."

Now the point here is, that with the assurance of the physician that there was no physical ailment, the parents and principal felt safe in going ahead with the "treatment."

WHY THE WEATHER?

DR. CHARLES F. BROOKS, Secretary, American Meteorological Society, Tulsa, Okla.

When To Burn Leaves.

The humidity and the wind dominate leaf-burning operations. In damp calm weather it is a waste of time to attempt burning; in dry windy weather burning becomes dangerous. In many regions the fire wardens grant permits for making out door fires at any time during a period of days, the hours for such fire being left to the discretion of the individual. If it is very damp one can readily obtain a permit, but it may take much newspaper and perseverance to get a fire really started. In a dry autumn, such as the East experienced last year, dead leaves and grass become like tinder and fires are apt to spread dangerously. During prolonged droughts and in periods of high wind fire permits are usually withheld. Nevertheless, the man with the permit must exercise his own judgment in fire making within the allowed period. As mornings are likely to be calm, with the wind rising a few hours after sunrise, it is better not to start fires before afternoon, when the speed and direction of the wind can be observed. While in the morning and early afternoon the wind is rising, after about 2 p.m., the usual time of maximum temperature, it is decreasing, making it easy to extinguish the fires at nightfall. The humidity conditions affecting inflammability closely parallel the wind velocity in its daytime course, since the higher temperatures responsible for the convection that brings the wind to the ground also lower the humidity. A moist, southerly wind will be less of a fire breeder than a cold dry blast from the northwest. While the south wind tends to slide over the cooler surface air, the northwest wind roots it out, and provides a fine draft for any fire.

Teeth Anniversary Of the Great War

October 18th, 1914.

Allies continue to drive Germans back in the north.

A force of 30,000 men to be kept in training in Canada and 10,000 will be sent overseas at intervals.

A light Japanese cruiser was sunk by a mine.

Recruiting for "C" Battery, R.C. H.A. is progressing nicely.

Two hundred suspects are confined at Fort Henry.

British naval forces sink four German torpedo boat destroyers.

Three Canadians are mentioned

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