

THE BRITISH WHIG
SEVENTH YEAR



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So this is civilization. It takes about a week to dodge a day's work.

Lots of people are going to the movies without cough drops.

Fable: He went broke, but his wife's people admired him still.

Spring dresses are straight even though cut by designing creatures.

No man gets an ardent following by using soft words on the opposition.

Novellists no longer travel for local color. There is scandal everywhere.

You must get down to brass tacks in order to make a man see the point.

Don't worry about posterity. This age is serving it well as a horrible example.

Normal citizen: One who thinks his pet law would hasten the millennium.

One nice thing about getting old. The kiss you give a pretty girl is "fatherly."

Keeping all of the laws requires a keen sense of duty or a keen sense of humor.

Among the bonds now considerably below par are the bonds of matrimony.

The mail carriers have one consolation. Literature is getting lighter every year.

No law really corrupts adults unless it has pretty sorry specimens to work on.

One thing proved by statistics is that you can't always prove a thing by statistics.

Possibly the reformer gets no results because most of us even now are as good as he.

No wonder the owl looks wise. It takes a wise one to get about at night in these times.

Life is a gamble. The cards you catch are no good unless you watch how to play them.

Government experts are advising us to set mouse traps for sparrows. The mice are willing.

The world makes a revolution every day. But China seems to make one every hour.

Are there any cattle around a stock exchange, a reader asks us. Yes. Hogs and lambs.

Increasing the pay of legislators just once isn't so bad, but a lot of bad habits begin that way.

Correct this sentence: "No, he isn't sick," said the mother; "he never eats more than half a banana."

BIBLE THOUGHT

SEEK YE THE LORD while he may be found, call ye upon him while he is near: let the wicked forsake his way, and the unrighteous man his thoughts: let him return unto the Lord, and he will have mercy upon him; and to our God, for he will abundantly pardon.—Isaiah 55:6, 7.

THOSE SURPLUS CARS.

Just now there is a large surplus of railway cars. When the layman reads a fact of that nature, he is unconcerned. Not so the railways. It means a lot to them. It stands for one of the acute problems in the operation of railways in Canada. Idle cars, in the vernacular of the roads, "eat their heads off." They not only deteriorate, but the loss of their earning power is an important factor on the revenue side. They are like empty dwellings on the hands of a landlord.

This surplus of equipment grows very directly out of the North West situation. In order to be able to handle the western harvest expeditiously, the two big-railway systems require to have on hand many more cars of a certain type than they would otherwise need. The period of special pressure lasts from about the middle of September to the closing of lake navigation early in December—say three months. During the other nine months of the year, these extra cars are not used. As an aggravation of that adverse condition during the wheat movement eastward there is a very heavy movement of empty cars westward. At times the number of unloaded cars amounts to sixty per cent. of the aggregate car movement.

The situation as to idle cars extends across the boundary to the western states, and is there due to the same cause. It grows out of the necessity of serving the interests of the farmers, who, at the same time, enjoy special rates for the movement of their products. The railways are not complaining; but the farmers are. They want still lower rates. In that relation it is worth remembering that the Canadian farmer has been conceded lower rates than any other producer in the country, and back of that is the broad fact that railway tolls in Canada are much the lowest in the world.

WHAT IS TRUTH?

Most of us to-day can sympathize with the old pagan, Pilate, who asked "What is truth?"

Perhaps there were no professional propagandists in Pilate's time, as there are to-day, but he had heard many conflicting statements as to a matter that interested him and he was sorely perplexed. Professional propagandists in recent years have befuddled the public as to a good many things of more or less vital concern. Every newspaper office is flooded with literature, both pro and con, on a variety of subjects.

Conflicting interests, contending forces, are at work in all countries, and each side gives out its own version of affairs. The average man does not know which is true, and perhaps he has not been given the truth at all. Is it any wonder that as he finishes reading the morning or evening paper, he asks, like Pilate of old, "What is truth?"

POLITICS IN THE UNIVERSITIES.

The suggestion that Canadian universities should adopt the English system and be granted direct representation in Parliament is in line with the recent trend in university affairs. The plan has two features which recommend it strongly. The first is that centres of thought ought rightly to make their influence felt in Parliament directly and quickly. If it is one of the faults of democracy that the ignorant, because of numbers, have a greater electoral influence than the wise, then the natural corrective would be to give the wise additional representation. And though mere scholasticism is not wisdom, yet to no place could fuller representation be more confidently given than to the universities. The second benefit which would be expected is that the plan would give students a far keener interest in the government of their country than they now exhibit. Most students are away from home and are not able to use the franchise during those four crowded years. But if they were to have a representative of their own, his course and the ideas which he upheld or opposed would be closely followed by the student body.

Not only is it being suggested from without that the universities should go into politics but there are political stirrings within the universities. Last year some very warm political debates were conducted at Toronto University, with professors and students divided into political parties as is done in the Debating Union of Oxford. This year, thanks to the suggestion of the Attorney-General, politics has caught on at Queen's. It was at the Arts Society dinner that Mr. Nickle proposed that a club for the study of politics should be formed among the undergraduates. In a few days his suggestion bore fruit and (doubtless much to the surprise of the attorney-general) the Sir Wilfred Laurier Club was launched. This group meets fortnightly and conducts a lively study of the principles and aims of Liberalism. We venture to predict that throughout life these young men will find that the study has not been the least useful of those in their college career.

THE PEOPLE'S ROADS.

The advertising campaign lately commenced by the Department of

Highways of the province is a display of sound common sense. The roads are built and maintained out of funds supplied by individuals to the government and if individuals can be taught to preserve their roads it will mean more money in their pockets. The department realizes that much of the traffic injuries to roads are the result of ignorance. Most people have not learned that the traffic laws are made as much to preserve the roads as to prevent accidents. When no traffic officer is in the vicinity and no danger of accident is apparent they enjoy "stepping on it" and the road suffers. The widespread advertisements will make such ignorance inexcusable, and the fullest penalties can therefore be imposed on those who continue to abuse the roads.

But the Highways Department has a much larger aim in view than simply to restrict fast driving and heavy loading. The campaign will bring to the notice of the public many beauty spots in Ontario which are almost unknown, and will point out the existence of many miles of improved highways throughout the various counties with which the average motorist is unacquainted. It will lead many Ontario people to know Ontario better.

The advertising programme falls into three divisions, spring, summer and autumn. In the spring the advertisements will deal specifically with the restrictions in force at this season regarding the loading of trucks. In wet weather water lurks in the foundations of all road and softens them. Even though the surface is hard the foundation will "churn" under heavy loading and soon becomes fractured.

In the summer the advertisements will be addressed to the drivers of passenger cars. There will be invitations to the public to see Ontario, illustrated with sketches of a few of the lesser known beauty spots throughout the province. In each advertisement the advantages of moderate driving will be taught.

The autumn advertisements will be designed to extend the usual touring season by pointing out the beauties of Ontario during that season. They will contain a special appeal to the farmer who has more leisure at that time of year. Thus the people's roads will be made more available for the use of their owners.

THE WHEAT SPECULATION.

The recent collapse of the Chicago and Winnipeg wheat pits no doubt carried with it serious losses to many, and probably ruin to a few. Such an episode is always regrettable; but it is almost impossible to summon genuine sympathy into such a situation. The speculator in wheat must be assumed to have gone into the venture with his eyes wide open to the desperate chances he was taking; and, moreover, the ethical aspect of the whole matter puts him in the position of a gambler in the people's bread. His success could only be achieved at the expense of the many.

We may find some way of stopping gambling of that nature. It would no doubt be difficult; but it probably could be done: for it is unqualifiedly wrong. When organized groups of men get between the people and their food supply, for the purpose of bringing unearned gain into their own pockets, the thing scarcely falls short of being criminal. The bandit who, at great personal risk, robs his victims, is a hero compared with such heartless and cowardly gamblers. Civilization will always seem to be making slow progress while such operations are protected behind our present vague definition of the thing called "business."

INDUSTRY AND EDUCATION.

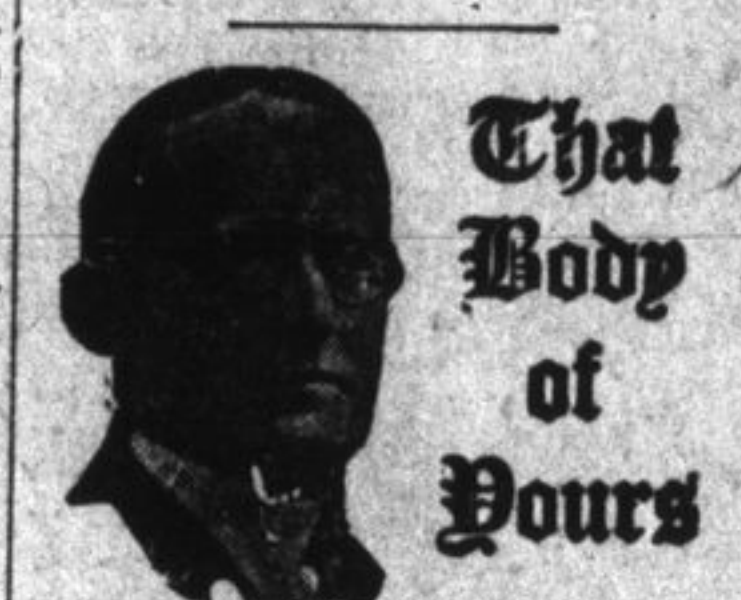
A better feeling seems to have developed on the broad subject of what help the universities may give to industry. It is a happy augury of new and larger relations. Even the railways, who were among the more articulate of the scoffers, are moving into line. They are now frankly recognizing the fact that a well-equipped laboratory, in charge of a trained staff, has something to offer them of economic value; and they are turning to the college for that technical skill.

The college man has had a rather long and uphill fight to establish his place in the scheme of industrial life. He was suspected of having nothing but theory to market. His practical value was doubted. All that has been changed, and the improved outlook has been due in large measure to the new meaning which has been given to a hitherto misunderstood word. That word is "research." Slowly, yet surely, in all departments of industry the truth has won recognition that scientifically conducted research is a profitable investment.

The victory was really won in the accounting room. Executives had to be shown that technical training, applied to research or in more direct form, could be made to figure favorably in the balance sheet. At a recent meeting of the Railway Engineering Association several committees reported on subjects which brought in the value of the university man. This followed a growing conviction that transportation can-

not afford to lose anything that science has to contribute to it; and it is really finding new channels almost every year in which a profitable use may be made of technical genius.

The reflex of this new attitude on the part of the railways, as well as industries in general, is a call upon the universities to study the special needs of all such agencies, in order that they may adapt their curriculums to the growing need. This implies co-ordination as between employers and the schools, and that seems to be assured. The colleges must understand industry before they can be in a sound position to equip their students for special work. At the meeting to which allusion has just been made, it was admitted that "at no time in the history of technical education have the colleges and universities co-operated so fully as now in self-examination of their methods for imparting knowledge, and, in turn, the leading industries are apparently obtaining a clearer conception of their own needs, as well as the desirability of co-operating with these great training agencies." That's it—co-operation. It is the royal road to larger results.



That Body of Yours

Health Surveys. Everybody interested in the health of the people generally, has been watching the experiment in Framingham, Mass., where the Metropolitan Life Insurance Co., has financed a real health survey of the people and the town itself. The town lent itself to the experiment by hearty co-operation, financial and otherwise.

Although the study and stamping out of tuberculosis was the main idea in the survey, it was found that this really involved a general health programme, and the same was carried out over a period of seven years, that is from 1916 to 1923.

The local physicians, nurses, health department and other agencies, got in behind the movement, and aided by the advice furnished by experts, careful, thorough, and scientific work was carried out. The cases of advanced tuberculosis, the beginning cases, and "arrested" cases, were searched for throughout the town, so that instead of finding three cases for every one's death, nine cases were found.

Then at the end of the experiment the number of cases found was again three to each death, because, despite the increased number discovered, the proportion who recovered showed this tremendous increase. The infant mortality in the final two years showed a reduction of 40 per cent. The general death rate showed a decrease of nearly 10 per cent. under the average rate for the ten years previous to the experiment.

Now how were these things accomplished? The sanitary conditions in the homes, factories and schools were investigated, and the suggestions for improvement were followed as far as possible. The heating, ventilation, drinking, and toilet accommodations were inspected and improvements made.

The children in the schools and many of the adults submitted to a physical examination, and at the end of the experiment about thirty per cent. of the adults were reporting to their own physicians for this annual inspection.

What has been the effect of this experiment at Framingham? Simply that other centres, larger and smaller than Framingham, in the United States and Canada, conducted campaigns along similar lines, with practically the same results.

It is not hard to see what is going to happen to a village, town, or city if the mayor, aldermen, school trustees, health department, women's organizations, service clubs like the Rotary, Kiwanis, Lions and others, all get together to improve the health of their people. The biggest asset of a people is good health. The biggest liability is sickness, and non-production from sickness.

KINGSTON IN 1855

Sidelights From Our Files—A Backward Look.

THE FIRST LECTURE.

Nov. 6.—Dr. Litchfield delivered yesterday the general introductory lecture in the Medicine course of the University of Queen's College. The lecture was an able one, such was its depth of tone, and so continued and frequent were the eloquent touches of the beauty and importance of the study of the different branches of medicine that any further notice would be useless here. We hope to be able to give a synopsis of the address tomorrow.

MEN'S SHAWLS.

Nov. 18.—The fashion, introduced into Canada last year of the men wearing shawls round their persons is all but universal in New York. Every one seems to have abandoned the overcoat to don the plaid, but the latter is not a tartan and is not worn as the Scotch wear their plaids.

BIBBY'S DRESS WELL AND SUCCEED. Correct Styles for Men and Young Men. A Showing of Suits and Topcoats that is well worth while travelling miles to see. A real beauty show. Wonderful suit value—\$18.50, \$24.50, \$27.50, \$29.50, \$32.50, \$37.50. The CLUBMAN. Dress up for the holidays. In the CLUBMAN, smart tailoring and fine material are combined at a price that's easy to pay. Grey worsted, all-wool—easy lines—comfort—distinctive. \$32.50. Neckwear Elegance 95c. STANFIELD'S SILK AND WOOL Underwear for Spring. NOBBY HATS \$2.50, \$3.50, \$4.50. OUR NEW SHIRTS are beautiful. Genuine English Broadcloths—genuine Tonalco Shirts. BIBBY'S One Price and Plain Figures.

FOR SALE

- 1.—Frame dwelling, Montreal Street, 7 rooms, good garden—\$1650.00. 2.—Frame dwelling, Livingston Ave., 7 rooms, good garden—\$2,000. 3.—Double frame dwelling, Cataract, garden—\$2600.00. 4.—Rough-cast dwelling, Johnson street, 6 rooms—\$2600.00. 5.—Brick dwelling, York Street—\$4500.00. 6.—Brick-veneer dwelling, Union street, near Queen's University—\$4,550.

T. J. Lockhart

Real Estate and Insurance Agent 58 BROCK ST., KINGSTON. Phone 2213 or 1797.

Canada's Star Day by Day

March 21st.

On this day in 1859, Sorel received its charter as a city. The history of Sorel dates back to 1647 when Fort Richelieu was built on the Richelieu River, as a defence against invading Iroquois. The fort was rebuilt by M. de Saurel, a French officer of the Carignan regiment, who rebuilt and renamed the fort in 1666, when he established his seigneurie there. In 1780 the British purchased the site and fortified it against possible invasion from the revolting American Colonies, the Richelieu River being one of the three avenues of attack upon Canada. Loyalists were afterwards settled around Sorel, to provide a population of loyal and trained soldiers, just as the Carignan soldiers had been settled in the same district by the French in 1665. In 1787 Prince William Henry, afterwards King William IV., visited Sorel, and so charmed the inhabitants that they renamed the place William Henry. Common usage was too strong, and its old name was soon restored.

Wonder Spots of the Empire

SYDNEY HARBOR, AUSTRALIA.

To the Australian it would be difficult to cite an object that would stir more national pride than the mention of Sydney Harbor. Its marvellous formation puts it in the front rank of shipping shelters of the world. A space one mile in width opens out upon the expanding Pacific, and forms the only entrance to the harbor. Behind that entrance there is safety for the combined tonnage of the world, and a vast amount to spare. On the official maps the harbor is designated as Port Jackson, but to the popular mind it is always Sydney Harbor. Sydney is located on the southern shore of the bay, a position which allows for dockage space all along the entire eastern aspect of the commercial section, as well as the northern face of the city. It is in the extreme north of the city where the Circular Quay is located. Here the great liners from Europe, China, and Japan make their moorings. Canadian ships are located on one of the docks facing the eastern waterfront, a collection of docks exceeding four thousand feet of wharf frontage and known as Darling Harbor.

Will Use Motors.

The announcement has been made that the Dominion Express Company will on April 1st use motor trucks for their business around the city, doing away with the cartage by horses. This is but another evidence of this company keeping up the times and doing everything possible to give the public the best of service.

Home Not Complete Without Nerville

When your stomach is badly upset, when you are belching gas and suffering from nausea, the quickest relief will come from 20 drops of Nerville. Take it in sweetened water and you get an immediate relief. Nerville has been used for nearly half a century and is considered a necessity in most houses, because of its usefulness in preventing many small ills that constantly arise. Sold everywhere in 25 cent bottles.

PURE CLOVER HONEY

5 and 10 lb. tins 15c. per lb. HONEY IN THE COMB Sections each... 25c. and 30c. Jas. REDDEN & CO. PHONES 20 and 900. "The House of Satisfaction"

MOTH PROOF GARMENT BAGS

Sure protection against Moths, Dust and Light. MOTH BAGS From 15c. to \$2.00. SEE THE NEW CEDAR CHEST Light in weight and collapsible—may be folded and put away when not in use. MOTH BALLS MOTH FLAKES MOTH SHEETS DR. CHOWN'S Drug Store 185 PRINCESS STREET

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H. Stone, Manager

DON'T

- Don't bite off wire with your teeth. Don't pull up tacks with a screwdriver. Don't open tin cans with a butcher knife. Don't split wood with a hammer. Don't sharpen your knife on the stone. Don't borrow your neighbor's shovel. Don't forget that you can buy

GENUINE SCRANTON COAL

Mined by D. L. and W. Railway, The Standard Anthracite of America, From

Crawford

Foot of Queen Street. Phone 6. The Home of Good Coal.