THE BRITISH



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WHIG is authenticated by the

Infant: A noise done up with safety pin.

the word "don't." Modern version: Where there's

will there's an investigation. No war is over until allies again feel friendly toward one another.

Another obstacle to thrift is that we always feel richest while spend-

No real sportsman will shoot more than two spring poets in one

Be getting your Christmas gifts in shape to give as wedding pre-

When you are lonely, and wan the door bell to ring, try taking a

The crying need of out population seems to be clothes.

Relatives are people who wonder

Woman may get the last word,

spring overcoat if you have a new spring suit.

Yet there are cases in which face peeling won't help unless it is done with an are.

The salesman is a useful man. Think how many jobs he provides for bill collectors.

If it's a hick town, the gentleman with the creased trousers is a travelling salesman.

Blossoms are those little colored things that make automobilists stop and disfigure a tree.

And it may be that the still small voice is unheard because desire furnishes too much static.

The weather is discussed more often than any other subject simply because it is the closest.

A male stenographer has a hard time getting ahead in business be cause he can't marry the boss.

Wouldn't the farmers be a happy bunch if they could find an insect which eats nothing but weeds?

Correct this sentence: "I don't

care what the style does," said she; "I'll never let mine grow out again." most important thing

know about your automobile is the phone number of some good mecha

ness of pretending that the other fellow is more important than your- a boon it would be to live in a com-

The statistician who says tha seven per cent. of the people play golf probably means that many have

BIBLE THOUGHT

SAFE STEPS:-The steps of a good man are ordered Lord: and he delighteth in is way .- Psalm 7:23.

HIGHWAY BUILDING.

a specified standard reduces itself to tive motion. a sum in dollars and cents. In other roads. It pays both directly and in- further. He has not drawn up ada's opportunity to share in that orable opportunity will be put kind of highways.

THINKING IN UNISON.

The current session of Parliament at Ottawa has brought about a situation as promising as it is unprecedented. On two questions, both of which have in the past taken on a partizan complexion, there would appear to be unanimity of judgment. A score or more of members have OUT-OF-TOWN REPRESENTATIVES: spoken thus far on the budget, re-F. Calder, 22 St. John St., Montreal. presenting Liberal, Conservative, Letters to the Editor are published Progressive and Labor aspects of the over the actual name of the thought, and yet all have agreed that we cannot go any further in the matter of public debt, and that something must be done at once to cut out competition as between the two great railway systems of the country in districts where they operate along parallel lines.

Nothing so novel has hitherto occurred in our political history. Thinking thus in unison, it is reasonably certain that a constructive pol-Hard work doesn't kill. Look at icy will be evolved. As to holding the debt stationary, or taking steps looking to its reduction, material and positive results will not depend so much on the will to bring them about as on conditions governing the volume of consumption.

That is to say, fully half of our national revenues come from duties on imports. In times of prosperity imports are disposed to swell. Just now they are showing a tendency to contract. Much would therefore depend on what happens to stimulate or depress popular purchasing power. Nevertheless, irrespective of fluctuations in income, borrowing may be shut off and rigid economy applied in all departments.

The cutting out of waste by our railways, and especially the Canadian National, is almost wholly a matter of proceeding to do a definite thing. That definite thing is to reduce main-track mileage by substi- Government to take the initiative, tuting branch lines to points now be- and also that his plan of consolidaing served. If, however, such points tion aims at the extinction of the are served by both the Canadian Na; Canadian Pacific. Neither Mr. Forke tional and the Canadian Pacific, par- nor Mr. Hughes gave the slightest how you contrive to keep on fooling ticularly in the West, then one or hint of any such thought on their other of the systems must withdraw. part. Their object was to bring The question of priority would at about a re-casting of railway terrionce be raised; but that might work tory which would put an end to but how man does enjoy slamming out unfairly to the Canadian Na- wasteful and quite indefensible comtional if rigidly insisted upon. Up to petition for traffic, under which both this moment nothing has transpired systems were losing money. Mr. Every day is too warm for a light to show that a satisfactory agree- Maclean proposes the absorption of

> merits of that issue, there should be general rejoicing over this disposition in Parliament to look at national questions apart from partizan interests. When men get to thinking in harmony they are apt to act in harmony. These are two very big questions, and if they can be dealt with in a broad spirit of mutuality, with patriotic considerations upper most, some of our old hard-shell politicians will begin to suspect that the millenium is at hand. After all, however, it would simply be the triumph of common sense.

> > CAURTESY.

We Canadians are not the most courteous people in the world, and we might as well confess it. Many a humbler people have much to teach us in the grace of urbanity and the fine art of gentle manners. We are a young nation, and in spots at least still raw and a little crude. We have not yet learned that conduct is ninetenths of life. But if we are wise. we will improve our manners and form the habit of courtesy in all the contacts of life. Courteous people carry with them an indefinable charm. To meet with them and to know them is to experience something akin to looking upon a great picture or hearing a particularly fine

Who admires a boor? Who cultivates a cad? Patrons avoid the impolite salesman and protest against doing business with a discourteous employee. Nor does an employer As a rule, courtesy is just a busi- gain anything but ill-will by uncivil dealings with those under him. What munity where courtesy was a ruling passion, where people delighted to happen in Parliament—and Courtesy is a community asset al- paying a high price for impulsive- ton and this district.

A RAILWAY MERGER.

Across the international boundary | the expediency of bringing the Cana- problem. the various state highway depart- dian National and Canadian Pacific ments have planned to build 24,000 railways into a comprehensive workmiles of high-class roads during the ing agreement looking to the saving

current year. The money involved of the waste which now attaches to will be \$405,000,000, which figures the operation of both systems in terout at an average of a little under ritories where there is barely suffi-\$17,000 per mile. What Canada may cient traffic for one. These gentledo in 1925 in the matter of good men did not leave the House in any roads is not definitely known; but doubt as to their main purpose; but we should all be agreed that she they did not present a clear-cut plan, cannot afford to lag. The whole pro- nor did they challenge the judgment position as respects highways up to of Parliament by offering a substan-

Mr. W. F. Maclean, representing words, it pays to have really good South York, has now gone a step directly; and, looking to the tourist resolution, but he has laid before the travel, which has now attained to House a number of positive suggessuch tremendous proportions, Can- tions, which no doubt at a more favswelling and profitable business is shape to form the basis of a conalmost entirely a matter of the right structive debate. Mr. Maclean's plan, which he presents under the caption of "proposed consolidation of the Canadian Pacific and subsidiaries with the Canadian National," covers the following ground:

> lines and branches as might be this. dictated by the better grades, mountain passes, bridge-crossings, tunnels, approaches to stations, etc., held by one or other of the companies;

2.-The consolidation of the cartage, telegraph and express services of the systems, (perhaps taking over the parcel post, postal and money orders of the post office), thereby cutting out all unnecessary services and buildings. rents, etc., and perhaps using local post offices at places as aids to these national services;

3.-The cutting out of all unnecessary trackage, bridges, tunnels, stations, buildings, tanks, plants, etc., and thereby releasing material for any double trackage required, or other additions that the traffic thus re-routed and consolidated might call for;

4 .- Also cutting out all unnecessary executives and staffs, officials and offices, headquarters, and attendant expenses;

5 .- Also cutting out and selling any unnecessary engines and unnecessary official sleeping, dining, passenger, postal, freight and other cars and equipment that the consolidation permitted;

6 .- Also cutting out all unnecessary printing and advertising charges and other propaganda; and all unnecessary solicitation and canvass for business caused by the present needless rivalry of branch and main line services.

In his remarks, Mr. Maclean made t quite clear that he expects the ment could not be reached between the Canadian Pacific, although he Sir Henry Thornton and Mr. Beatty. was silent as to how the financing tem. Without attempting to discuss the was to be done. Since that is vital, absolutely fundamental, scheme falls short of being complete.

> In view of our exceedingly heavy capital liabilities at the present time, public judgment would scarcely be prepared to sanction a plan which would carry with it something like an addition of \$750,000,000. But it probably would look favorably on a well-digested proposition for the elimination of the enormous parallel railway mileage in both the West and in Ontario which at present exists. It may be that a perfectly friendly arrangement could be brought about between the two systems which would have that desirable result. Certainly something will have to be done to reduce unprofit- blood, it naturally attacks the alkaable duplication of mileage in the West, which accounts in large degree for the high operating ratio to gross receipts of the Canadian National.

The very core of our railway prob lem would seem to be excessive mile age, and that excess very clearly at-That is what handicaps Sir Henry Thornton. The Canadian Northern and Grand Trunk Pacific were not only built in close proximity to each other for hundreds of miles, but at many points they both approached the Canadian Pacific. That would not be a matter for public concern if it were not also true that traffic density is barely sufficient for single line. The Government herited that situation when it compelled by circumstances to the Canadian National, and, as Mr. Maclean aptly observed, it is up Government to find a solution.

Above all things, whatever may s favor. need for haste. Canada is already ing messages for the people of Kings- salt and pepper. ways. Courtesy becomes youth ness in the past, and cannot afford to specially.

The world's longest railway plat- A white chiffon dress for dancing form has been created by the joining has a wide hem of white violets and tween Sir Henry Thornton and Mr. Reference was made in these col- Beatty it would be much better that

Hughes in Parliament in relation to | political problem.

JAPAN ADVANCES.

by, and responsible to, all the people. Whether this will mean real démocracy, and whether democracy, even if attained, is what Japan needs, only experience can show. Certainly in these days when foreign rather than domestic problems are the major concern of every nation, and the capacity of democracy to handle them even in older democracies is still undetermined, it is at least debatable whether a people not already democratic should be in a hurry to become so. But Japan has succeeded in every other western ex-1.—Such re-routing of main periment, and must inevitably try



Too Much Acid. One of the words you hear almost very day now is acidosis. In former days you complained about certain pains in abdomen, perhaps a "sour" stomach, or intestine, perhaps spoke about heart burn, billiousness, and extra desire for air; and so forth. In former days also your parents

very wisely, although ignorant of the causation, gave you some baking soda, just to "sweeten" up your sys-

derstood by your physicians and by yourself, that you know that there is too much acid in the blood. The blood in its normal condition i slightly alkaline. It will handle considerable quantity of extra acids in the system, because it has what

When however this reserve get used up, then symptoms such as Our research men are now in

position to estimate the amount of acidosis in the system. The acids are emoved mainly by the kidneys and the lungs. An apparatus that measures the amount of carbon dioxide in the air in the lungs, estimates at the same time the amount or degree of

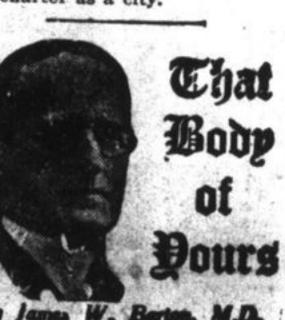
line contents, and the result is an overdose or increased amount of this waste gas, carbon dioxide.

umns recently to the observations of the politicians should be kept out of and Hon. Duncan Marshall at Lib- pointed, scalloped or slashed. Hear Hon. George P. Graham ning frocks is broken, being either

Japan takes one more step in modern progress. Both houses of the Diet have passed the law for universal manhood suffrage. Women suffrage is, of course, still for the future, but probably not so far in the future as it was in our own country when manhood suffrage was first adopted. Japan thus acquires at least the external basis of democracy. Its lawmakers will be elected

Manada's Story

April 14th. It is a far cry between the log canoes, the first ferries which ran between Detroit and Windsor, to the powerful vessels which now run summer and winter between the two cities. Windsor has a long history, for the vicinity was a mission to the Huron Indians as long ago as 1728. French disbanded soldiers were the first settlers, and up to a century ago there were only two hundred houses in the township, ranged along the river front. The growth of Windsor has been rapid since. The site of the city was selected by Governor Simcoe, with an eye to future commercial intercourses with Detroit. It was from Windsor that General Brock set out on his memorable expedition, when Detroit and all Michigan fell to his arms. In 1839 four hundred raiders from Detroit, supporters of the rebel MacKenzie, vaded Windsor. A settlement of negroes in Windsor was founded by escaped slaves from the U.S. On this day in 1892, Windsor was granted a charter as a city.



This condition is now so well un-

is known as an alkaline "reserve."

mentioned above ensue.

When too much acid gets into the

Now this gas must be thrown of because it is very poisonous. Therefore the centre in the brain that controls the lungs, immediately notifies the lungs to get busy, and throw this taches to the Canadian National. gas out of the system. Thus when the blood comes to the lungs to be purified, the lungs are working faster than usual, so as to get rid of this waste gas. That is the reason that one of the symptoms of acidosis is way. this feeling that you need more air, you are air hungry, as it is called. Aside from keeping down on the amount of acid forming foods, fat should likewise be eaten sparingly, fat in any form, that is in meat, milk, or eggs, where little or nor exercise is taken. This is very necessary as the fats do not get completely burned and form acids. Plenty of water is wise, taken in small quantitles throughout the day.

say "Thank you" and vied with one thing along this line seems likely to Hon. George P. Graham and Hon. boiled for about half an hour and Duncan Marshall will have interest- served very hot with melted butter

tions at Manchester. It is 2,175 shoulder.

Mr. Robert Forke and Mr. J. J. the matter altogether. This is not a eral Rally in Memorial Hall to-night, "Buy Face Powders," Gibson's

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and Overcoat

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To The Editor

Bishop Bidwell's Reply. Kingston, April 18 .- (To the Editor): I have no intention of entering into a controversy with your correspondent who writes criticising my article in the London Guardian. which you recently reprinted. The tone of his letter would preclude

e from doing that in any case. He alludes, however, to an article which I wrote for an English periodical some time ago, and says: "The Bishop, among other things, stated that prohibition fostered the use of drugs." The paragraph to which he refers reads as follows: "Asked whether in their opinion the use of dangerous substitutes for liquor was prevalent, and whether the drug habit had increased under prohibition, the reply from Toronto (chief of police) is that a habit of drinking vile liquor concoctions, such green alcohol, bay rum, Florida wa- days. ter, and even shoe polish, has developed, with disastrous results those who use such poison. About the drug habit nothing is said, but the Kingston magistrate writes that

he has observed no proportional increase. Other reports however allege a dangerous increase in this vice." This article was published in 1920, so it is a little difficult to see how I could have procured information based on convictions which did not take place, till the following year, 1921. In any case, I leave your readers to judge whether the statement contained in the paragraph quoted justifies your correspondent's assertion. I made no such statement, but simply reported the evidence before me, at that time. I expressed no personal opinion either

-EDWARD J. BIDWELL. Bishop of the Diocese of Ontario.

Hear Hon. George P. Graham and Hon. Duncan Marshall at Liberal Rally in Memorial Hall to-night. "Cedar Camphor," Gibson's. Stains from indelible ink may be removed by applying equal parts of ammonia and turpentine. Afterward

rinse thoroughly in warm-water. "Strong Camphor Balls," Gibson's. Turnips make a very good dish to

be made by friendly conferences be- of the Victoria and Exchange sta- a corsage of white violets on the

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Motor Car Pioneer Dead. Kokomo, Ind., April 14 .- Elwood Haynes, pioneer automobile builder of this city, died at his home here last night from influenza. Mr. Haynes had been critically ill for several

Hear Hon. George P. Graham and Hon. Duncan Marshall at Liberal Rally in Memorial Hall to-night. Briand's effort to form a French ministry depends on the willingness of the socialists to support him. "Strong Camphor Flakes," Gib-

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