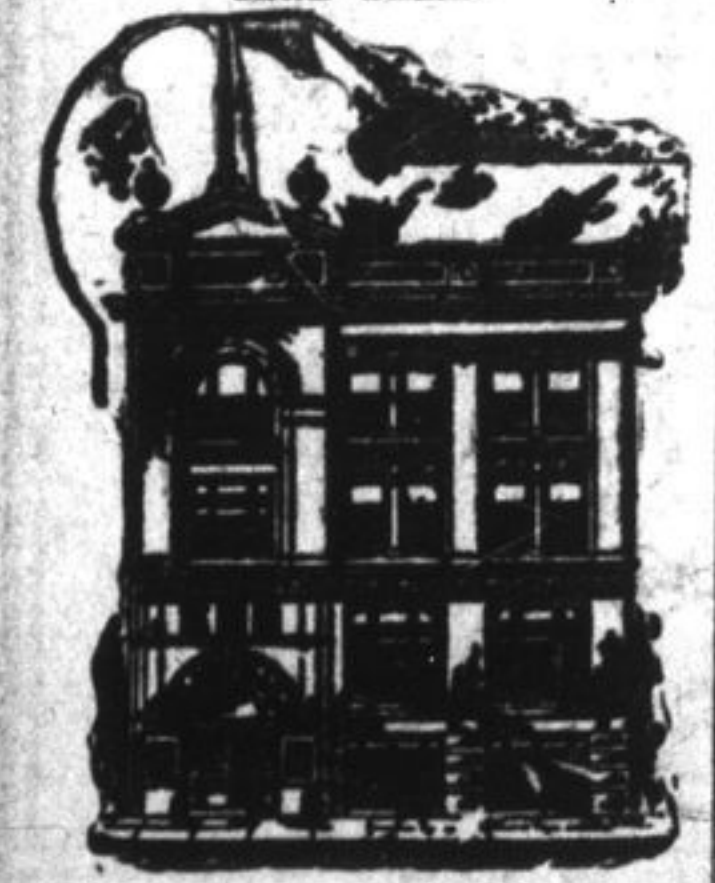


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The final test of executive ability
is to let good men alone after hiring
them.

Divine comedy: Two hick towns
quarreling about which is more im-
portant.

It will be easy to get the nations
together once their notions are to-
gether.

A bell is dumb without a tongue,
but it's the tongue that reveals a
dumb bell.

Example of husband getting the
last word: "All right, I'll beat the
damned rug."

Robin Hood was a philanthropist.
He took it from one set and gave it
to another.

God bless our enemies. Mere
friends never kept any man from
getting lassy.

There's nothing new, and doubt-
less Adam felt great contempt for
self-made men.

The new-rich can't enjoy village
life. There are so few people there
worth snubbing.

Correct this sentence: "It isn't the
teacher's fault," said he; "my kid
just isn't bright."

There is one Italian who can pre-
dict earthquakes, and another who
can make them.

One way to make wedding write-
ups more interesting would be to
give the motive.

"Think first of others," is a motto
especially popular in connection
with laws and taxes.

If the wind were tempered to
shorn lambs, they'd never grow up
into tough old rams.

"What a nice large closet," said
the apartment hunter as she looked
into the living room.

If all reformers were placed on
end, they would merely reach the
height of absurdity.

Sweeties make home happier. The
more a man sees of them the more
he appreciates his wife.

Frequently the fellow who howls
for liberty is merely howling for the
other fellow's piece of cake.

About the only things the new
generation will inherit intact are
the old illusions of youth.

Proximity is versatile. It makes
people fall in love and later makes
them yearn for divorce.

Farm life has drawbacks, but it
isn't necessary to put down a
quarter when you want an egg.

Civilization is a slow process.
Think how many years it took to
progress from savagery to poison
gas.

If she listens in respectful sil-
ence while he talks about himself,
she has decided to let him pay the
rent.

★ BIBLE THOUGHT
EVERLASTING LIGHT:
—Try sun shall be more
glow down; neither shall thy moon
withdraw itself; for the Lord shall
be thine everlasting light, and the
days of thy mourning shall be ended.—Isaiah 60:20.

COLLEGE FOOTBALL.

As a university centre, and very
firmly attached to outdoor sports,
Kingston will be interested in what
Professor C. W. Savage, head of the
Department of Physical Education at
Oberlin College, has to say about
intercollegiate football. He inti-
mates that unless physical instruc-
tors take it upon themselves to cor-
rect the evils which now attach to
that ancient game, the colleges will
be obliged to abolish it entirely. "I
do not want to destroy the game,"
he says in his own defence; "I want
to save it."

Professor Savage indicates three
evils. One is the emphasis on vic-
tory, which dismisses a coach if his
team loses a few games. The second
is commercialism and the excessive
sums spent on intercollegiate foot-
ball. The third evil is that too few
students benefit from intercollegiate
football, despite the disproportionate
amount invested in it. Such an
indictment, coming from one who
clearly speaks with authority, can
scarcely be ignored.

Our Canadian colleges are happily
free from those excesses which all
dispassionate onlookers have for
some time regarded as a menace to
American football; yet we cannot
assume a superiority which would
make our immunity from temptation
certain. In other words, the experi-
ence of American colleges should
keep us alert and rigidly on our
guard against destructive forces.

THE UNANSWERABLE TRUTH.

A statement brought down to Par-
liament the other day by the Min-
ister of Railways should put an end
to a misconception which has exist-
ed in western minds as to the rela-
tive volume of traffic contributed by
the various provinces to the Cana-
dian National. They appeared to
have taken it for granted the West
not only yielded a high ratio of the
freight moved, but that a consider-
able profit was earned thereon. It
transpires they were utterly mis-
taken. In view of the issue now
pending, it is well the facts of the
matter should be clearly and gener-
ally realized.

First, as to volume. For the
whole year 1923, the three western
provinces of Manitoba, Saskatche-
wan and Alberta, provided 31.29 per
cent. of the total freight carried by
the Canadian National. On account
of the unprecedented grain crop,
that was a peculiarly favorable year
for the West. Yet the business con-
tributed by Ontario amounted to
49.80 per cent., and by Quebec to
17.31 per cent.; so that the total by
the two central provinces was 68.01
per cent. If British Columbia be
brought into the reckoning, the re-
sult would not be materially altered,
since the share of that province
amounted to but 1.69 per cent. for
the year. The account would then
stand, Ontario and Quebec, 68.01 per
cent., and the four western provinces
32.98 per cent.

Then, as to earnings. Putting
them in tabular form, the facts as to
revenue from rates per freight ton-
mile were as follows:

	1923	1924
	cents	cents
Atlantic	1.093	1.080
Central	1.160	1.152
G. T. Western	1.377	1.307
Western718	.771
System999	1.010

These figures are singularly in-
structive. They tell us unqualifiedly
that rates on the ton-mile basis,
which represent the fairest and most
comprehensive of all tests, were 52.2
per cent. higher in the Maritime
Provinces, and 60.3 per cent. higher
in the central provinces, than in the
West. The Grand Trunk western
rates were still higher; but they hap-
pen to apply to the United States,
where the whole tariff is consider-
ably above that which obtains in
Canada.

It was under such conditions the
Canadian National was operated in
1923, and yet the system as a whole
had an operating ratio of expenses to
gross receipts of 94.48 per cent. It
is the unqualified judgment of econ-
omists that no railway can be
strong and sound the operating ratio
of which exceeds 80 per cent. If the
Canadian National had been able to
earn central rates on its western
business in 1923 its deficit would
have been enormously reduced.

In this matter the people of Can-
ada as a whole should clearly under-
stand the situation as to rates, in
order to realize how unreasonable
are the insistent demands of the
western grain growers for lower
toils. There is a general disposition
in the East to meet them in a spirit
not only of the utmost fairness, but
of liberality. Yet the facts cannot
be argued out of the way. They do
not leave room for the slightest
doubt that the West not only enjoys
the lowest freight rates in the world,
but that such exceptional rates
would be impracticable if the central
provinces did not pay enormously
higher rates.

Mr. J. G. Sullivan, of Winnipeg,
who has shown a clear grasp of the
Canadian railway situation, has re-
cently given emphasis to a factor
which has a vital bearing on the
question of operating results. In an
interview he made allusion to the
Virginian Railroad, which our west-

ern friends are fond of quoting as an
example of success. It is, however,
a highly specialized road, 503 miles
in length, with but one point of de-
livery, on the Atlantic seaboard. Mr.
Sullivan goes on to say:

"Their 1923 figures show that
\$113,186,456 was invested in road
and equipment of 503 miles own-
ed, or about \$225,000 per mile.
Revenue tons carried one mile
per mile of road were 5,515,397,
or over 6 1/2 times the density of
Canadian lines. Their freight
operating ratio was 64.8 per cent.,
and average receipts per ton-mile
6.606 cents. They moved 2,984-
215,942 revenue tons one mile.
After operating expenses there
was an income balance for fixed
charges and dividends of \$5,827-
597. The fixed charges were \$2-
156,153, and net income was \$3-
671,444. Let us test them receiv-
ing western Canadian grain rates,
and paying the western Canadian
price of coal. If the, had received
0.517 cents per ton-mile (The
C.N.R. rate 1923) instead of
0.606 cents they did receive, their
net income would have been re-
duced by \$2,655,952 to \$1,015-
492. If they had paid the West-
ern Canadian cost of coal of \$5.30,
instead of their average price of
\$3 on the 478,000 tons of coal they
used, their net would have been
further reduced by \$1,087-
900 and would have left them a
deficit of \$72,408 in 1923."

It should help our western friends
to a less militant attitude if they
also grasped the indisputable fact
that the Canadian National incurs
heavy annual losses, and the central
provinces pay more than 70 per
cent. of those losses. That should
come into the equation, at least as a
modifying factor. The East is not
complaining; but the West is. To
the precise extent that the West wins
out in its contention, the burden on
the central provinces will be increas-
ed. All that the situation demands
is the assertion of a broad national
spirit, accompanied by an equally
broad instinct of fair play.

COSTLY CARELESSNESS.

Auto insurance companies have
reduced their rates for 1925. Two
factors have brought this about. In
the first place, experience has en-
abled the insurers to make more ac-
curate calculations as to the risk in-
volved, and next, competition has
greatly increased during recent
years. The result has been a cut of
20 per cent. What this will mean
may be gathered from the fact that
in 1924 the premiums amounted to
\$6,405,994. There are now ninety-
six companies engaged in this busi-
ness.

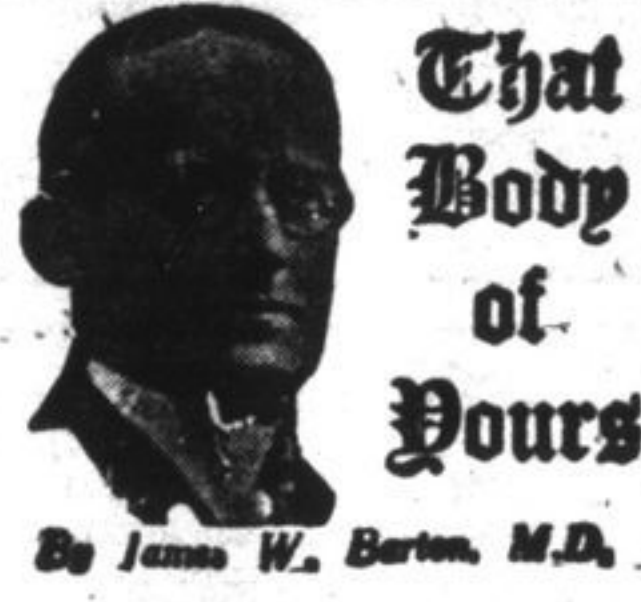
The larger volume of premiums
was paid for that class of insurance
which does not include losses by fire.
That fact is significant. It implies
that motorists are more anxious to
be protected against liability on ac-
count of accidents than from any
other cause. It emphasizes the risks
which attach to that form of loco-
motion, although competent observers
are convinced that caution on the
part of everybody, motorists and
pedestrians alike, would reduce the
number of casualties to a minimum.
This is merely another way of saying
that the reckless motorist causes all
other motorists to pay a needlessly
high rate for insurance.

SAVE THE FOREST.

A forest fire is one of the cruelest
sights in the world. It may be a
vast, roaring furnace, sweeping
across the face of the world at the
rate of four or five miles an hour.
Or it may be one of the quiet sort
which creeps flickering around under
the trees until it catches a stately
evergreen and makes a torch of it
for a moment before passing on,
leaving a pitiful, blackened trunk
and bare branches. The helpless on-
looker would like to cry out to the
trees to take to their heels and save
themselves from the red-headed foe.
No one who has seen a forest fire
of either sort is apt to forget it.

We are a careless people. Year by
year we set the torch to our forests,
and destroy more timber than falls
to all the axes of all our lumbermen
and settlers. Our resources are
wasted, the cost of lumber steadily
increases and our taxes are raised
to make up for the loss in revenue
from timber-limits. Forest fires are
not inevitable. We often comfort
ourselves with the thought that
these fires cannot be helped. But in
Europe, where large forests still
exist, a forest fire is an extraordinary
calamity. With equal care we, too,
could avoid these recurrent fiery
epidemics.

But why ask Kingston folk to save
the forests when they have no forests
to save? One might as well
preach to the Arabs of the sandy
Sahara to beware of forest fires. But
second thoughts show that it is as
important to proclaim the message
in Kingston as in the heart of the
northern woods. For many of the
bad fires are started by campers
from the cities, Kingston included.
And there is the additional fact that
the Whig goes to many backwoods
villages and bush farms. So to all
its readers the Whig says: Save the
Forests.



By James W. Barton, M.D.

That
Body
of
Pours

The Value of Pain.
Some one has well said that pain
is the most helpful reaction of the
human body.
It is Nature's method of calling
your attention to something that has
gone wrong in that body of yours.
A pain anywhere calls for investi-
gation, and if the cause is found, of-
ten severe illnesses are averted. A
warning signal, such as pain gives
you, should never be neglected.
That doesn't mean that every lit-
tle pain should cause you worry, and
you make a nervous wreck of your-
self about any or every little pain.
The point is, as mentioned above,
just try and locate the cause.

On the other hand we have folks
who pride themselves on their
ability to stand pain, and often a
severe pleurisy or even appendicitis,
is endured for this reason.
Where pain is the main symptom
in one of your family or employees,
it is always well to accept every-
thing at full value. Although some
folks may exaggerate the extent of
their pain, and others may even
feign severe pain, nevertheless it is
better to err on this side, than to
make the mistake of ignoring the
pain.

Where real pain is present, it is
not hard to see some of the sure
signs of it. The breathing is very
rapid as a rule, sometimes a little
noisy, the skin is wet with perspira-
tion, and there is a sick or faint
look in the eyes of the patient.
Of course there are many varieties
of pain. There is the sharp acute
pain due to some inflammation, the
dull pain from a blow, pains that
come and go like colic, cramp due to
excessive actions of muscles any-
where in the body, burning pain,
aching as in teeth, and so forth.
To get the exact location of the
pain is essential because generally
speaking, the best place to look for
the cause of the pain is just where
that pain happens to be.

There are some pains due to
trouble at a little distance from
where the pain is felt. This is
sometimes spoken of as referred
pain.
As to treatment?
It seems only reasonable that pain
should be relieved, but the cause of
it should, if possible, be investigated
before any treatment drug or
otherwise, is given. You should take
advantage of Nature's signal to you,
and get the cause located.
After locating the cause, then
treatment can be given.
If the pain is severe, the cause
not found, then it would again seem
only reasonable to try and relieve it.

Heat, rest of the part, plasters,
electricity may be used.
Drugs are always the last resort.



APRIL 21.
Early in the last century the am-
bitious young province of Ontario
set out to establish a bank of its
own. The country was sparsely
settled and its men and women all
struggling to carve a livelihood
from the virgin land. Undaunted,
the promoters started the collec-
tion of \$40,000 as capital. The
whole province was canvassed but
the money was not forthcoming.
Appealing to the government they
secured sufficient aid so that on
this day in 1821 the Bank of Upper
Canada was incorporated. Ambition
was zealously supported by exper-
ience, so that directors and the staff
had to set to work to acquire their
knowledge of banking methods,
with more or less unhappy results.
Nevertheless, for years the bank
prospered and its capital increased
to three million. A position on its
staff gave prestige to any young
man. Around 1857 depression in
the West reacted seriously on the
bank and business started falling
off. Conditions with which the
bank was unable to cope forced it to
close its doors in 1865. It was a
sad blow for Ontario and the West.
The government lost a million, the
stockholders three millions and the
depositors three hundred thousand
dollars.

JEWES AND CHRISTIANITY.

Rev. F. C. Ward White and Rabbi
Brickner in Debate.
Toronto, April 21.—Whether or
not there is a movement of Jews in
Canada towards Christianity, is the
subject of a controversy in local
newspapers between Rabbi E. L.
Brickner, of Holy Blossom Syna-
gogue, and Rev. F. C. Ward White,
formerly of Lunenburg, N.S., now
priest-vicar of St. Alban's Cathedral
(Anglican), in this city. The rabbi
describes as "foolhardy, naive and
tactless" a recent declaration by the
Anglican clergyman, in the course
of a sermon, that "large numbers of
Jews in Montreal, Toronto, Winni-
peg and Halifax, are to-day secret
disciples of Christ." The rabbi de-
clares that the world never heard of
the conversion of Jews to Christ-
ianity in any very large numbers, ex-
cept under compulsion.
The priest-vicar counters that the
rabbi has quite misunderstood the
drift of the sermon in question.

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CHANGES IN GAME LAWS.
A Number of Minor Amendments Have Been Passed.
Among the McCrear amendments passed by the Legislature at the session just ended, to the Ontario Game and Fisheries Act, provision is made for the hunting of prairie chicken, quail, wild turkey, English ringnecked pheasant and black and grey squirrel for the same length of time as the open season for partridge, namely October 15th to November 20th of each year, thereby extending the open season in these instances some twenty days.
According to the former act, the open season for pheasants and prairie fowl was from November 5 to November 20 and for quail, wild turkey and black and grey squirrel from November 1 to November 5. The open season for woodcock is also extended some 45 days. The new bill permits the hunting of woodcock from the 15th day of September to the 30th day of November, both days inclusive, while formerly the open season was from the 15th of October to the 15th of November.
Permission is also granted to a resident farmer or his son, actually living upon and tilling their own land in that part of the province, lying north and west of the Canadian Pacific Railway commencing at Arnprior, thence southerly to Smith's Falls; thence along the C.P.R. to Peterboro, via Tweed, thence following the same railway to Waubesa, via Lindsay and Orillia, to hunt deer, the fee for such license to be eighty cents, together with a fee of twenty cents for the issuing of the same.
Non-residents entitled to hunt or shoot in Ontario by virtue of a license, will also be allowed to export bear or bear pelts from the province, this constituting another innovation to the act. The former section restricted the non-resident hunter to export one deer, one bull moose or caribou and one hundred ducks, in any one open season, but now they may tackle old brain and send either the bear or the pelt back home.
The use of snares for the purpose of taking game, including rabbits, in that part of the province, lying south of the French

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and Mattawa rivers, is also prohibited by the new act. This measure was formerly in effect only in Addington and Lennox counties but now applies to the whole of Eastern Ontario.
The new act will come into force on June 1st, 1925.

O.N.R. Ready to Help In Reducing Expenditure
Sherbrooke, April 21.—A promise that the management of the Canadian National Railway stands ready to do its full share in developing any movement which will eliminate uneconomic expenditure and competition in the transportation industry in Canada was given by Sir Henry Thornton, chairman and president of the company, in an address delivered before the Sherbrooke Board of Trade here last night.
Lester Letch, Arnprior, one of the witnesses called in a robbery case, was sent to jail pending the next court of competent jurisdiction, on a charge of perjury.
Mrs. Cassey, a respected lady of Carrying Place, died on Friday morning.

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