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SEVENTH YEAR



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About the easiest way to shake a bore is to take him out in your flyover.

Where trouble is brewing, there is always a Soviet agent to stir up the scum.

And yet all criticism of Drayton's greed for publicity sounds a little wistful.

Still, it was the man who got drunk and not the reformer who gave us prohibition.

Canada alone has the 4.4 kind, but the United States still leads the world in 44's.

Every town has at least one man who is a good influence and not worth a darn.

Canadianism: Wishing Dad would make more money so the girls could have more clothes.

Ah, well; when all verse is blank, doubtless the post of Poet of Laureate will be.

Drive carefully. Blow your horn. A western man ran over a girl and she up and married him.

Reliable news comes from summer resorts that there really are \$100 bills in circulation.

An increase in sugar prices isn't so bad. The grapes will ferment about as well without sugar.

A city of the fourth class is one in which unusual density of traffic means another convention.

Wonder how the Christmas Savings Clubs are doing. Must be as hard as buying coal in July.

You can always tell when a pitcher feels confident by the savage way he bites off another chew.

An eastern dentist kissed a patient, and was fined \$50. Bet he told her that it wouldn't hurt a bit.

The motor gets noisy after a while, but fortunately the car rattles so much that you can't notice it.

France is going to do something about her debts. That's the trouble with debts. You must do something.

Correct this sentence: "I day-dream at times," said he, "but I never imagine myself in the role of hero."

An ultra-radical is one who thinks placid decency is a spineless effort to curry favor with enemies of the proletariat.

The most satisfactory one-piece bathing suit is the one the small boy uses far from the madding crowd.

Southern Europe alone develops people who can stack plums in a pyramid and sell them three for a dime.

If you have faith, you not only can move a mountain, but you can sell lots on the site before work is begun.

BIBLE THOUGHT
I HAVE FOUGHT A GOOD FIGHT, I HAVE KEPT MY COURSE, I HAVE KEPT THE FAITH. Henceforth there is laid up for me a crown of righteousness. II Timothy 4:7.

THE SPIRIT OF LIBERALISM.

The spirit of Liberalism is very much alive and recent happenings in Nova Scotia have not depressed it. The Mackenzie King government, since it assumed office, has increased the prestige and wealth of the country. As the Dominion grows in population and in the comfort of its people it naturally follows that it enhances its potentialities for world service.

Canada to-day is serving the world in the most important capacity that can be imagined. She is feeding hungry millions, and the Liberal policy has made it easier to carry on production by decreasing the cost of the farmers' stock-in-trade, thus enabling him to make a greater profit out of his labor, which in the past has not been all that his work naturally demanded.

In better circumstances, perhaps, to-day than they have been for a considerable time past, agriculturists in the main stick to Liberal principles. This is because Liberalism harmonizes with the spirit that makes the landholder at once the most Liberal and the most conservative in the world. This is not an extraordinary statement when the conditions under which he works are taken into consideration. His conservatism is shown in his love for home and his unwillingness to leave it; while his Liberalism politically is based on education and thought.

Liberalism means harmony and co-operation, which the farmer stands by. Further inspiration comes from the affection of the common things of life as opposed to many things which a luxury-loving age has begun to regard as indispensable. To-day the call comes to strengthen the Liberal spirit throughout the Dominion. The cause has been helped by many victories since the last general election. Cannot these be repeated if occasion arises?

Friends of the party should be busy organizing. Every atom of strength should be imparted into the work. It will be needed, for the opposition is flushed with a sense of victory in the air due to events in the east. But the record of the present government is a good one and should not only retain their old friends, but bring to their ranks many new supporters.

The importance of being early in the field cannot be over-emphasized. Even if the fight seems likely to be a keen one, the Liberals have much in their favor and should be able to go into the fray nerved and encouraged by the possession of a leader whose policies will bear the keenest investigation, having stood all the tests which opponents could bring to bear upon them.

SPREADING OWNERSHIP.

When the situation of to-day is judicially viewed, it will be frankly conceded that the foundations of socialism, at least that brand of socialism which takes its tenets from the teachings of Karl Marx, have almost disappeared. That is to say, the three basic assumptions that capital is in few hands, that it is inherently hostile to labor, and that it inevitably leads to the rich being made richer and the poor poorer, no longer hold good. There may have been a period when the Marxian doctrine in that regard rested on some tenable sets of facts. If so, that day has gone. Capital is no longer concentrated, nor is it hostile to labor. It is to-day very much diffused, and operates freely both side by side and in co-operation with the forces of labor.

At the recent semi-annual session of the Academy of Political Science, an organization under the auspices of Columbia University, the facts as to the popular ownership of property were clearly brought out in a series of rather remarkable papers. In fact, the entire session was given up to that subject and the social consequences which have grown out of modern economic changes. The tendency to widespread ownership is now so evident that it must be regarded as a growing factor in industrial and social life. It should serve to allay the prejudice which has hitherto obtained against corporations as a foreign and more or less unassimilable element.

The Bell Telephone system is fairly typical of the situation as a whole. It has 633,000 stockholders. In discussing that fact, Mr. F. L. Devereaux, Vice-President of the Bell Telephone Securities Company, said:

"The list of owners of the Bell System presents a cross-section of the American people. It includes laborers of every sort, farmers, housewives, stenographers, clerks, teachers, students, physicians and others, as well as bankers and capitalists. Of the American Company stockholders, 329,733 own less than 100 shares, 377,479 own 25 shares or less, while 122,769 own 5 shares or less. The average number of shares held is 26. Among the preferred stockholders of three of the Associated Companies, there are 1,349 bankers, 10,799 clerks, 21,600 housewives, 24,817 laborers, 2,700 physicians, 2,000 teachers and 4,100 stenographers."

Mr. Robert S. Binkerd, vice-chairman of the Committee on Public Re-

lations of the eastern railroads, contributed information of a similar nature. In 1918, the holders of railway shares numbered 660,643; in 1925 they totalled 989,949. The diffusion of shares in other corporations had grown during the same period as follows: Street railways, from 275,000 to 550,000; gas, electric light and power companies, from 1,250,000 to 2,611,279; telephone and telegraph, from 107,033 to 371,604; ten oil companies, from 23,502 to 161,179; five iron and steel companies, from 130,923 to 223,149; ten high-grade miscellaneous manufacturing and distributing companies, from 25,002 to 44,339. Bringing all these figures together, they show that the increase during the past seven years has been from 2,537,105 stockholders to 5,051,499. That is to say, they have more than doubled.

Some of the foregoing facts take in Canada; but, whether they do or not, the change which has taken place in the United States has also been proceeding in this country. Overwhelming proof could be given as to that. Equally significant has been the taking up of banking by prominent labor unions, the case of the Brotherhood of Locomotive Engineers being a conspicuous example among many. Not only have these unions gone into banking on a large scale, but they have established other enterprises on a corporate basis. The invested capital of these corporations now exceeds \$20,000,000.

Professor Thomas Nixon Carver, of the Department of Economics, Harvard, contributed to the session in question a unique and exceedingly valuable review of the situation here being touched upon. "One of the most significant economic movements of the present day," he said, "is the rapid diffusion of ownership. This diffusion is taking place without any radical change in our institution or in the laws affecting property." Continuing along that line, he added:

"It is too soon to predict all the results of this diffusion of ownership or to say how far reaching some of those results may be. It is at least reasonable to expect that when the laboring and capitalist classes become somewhat blended, there will be less class-conscious antagonism between them, even though there remain many laborers who are not capitalists and many capitalists who are not laborers. If the great majority of the laborers are capitalists, even in a small way, and if the great majority of capitalists really have to work in order to earn a living, this blending of the two classes will eliminate the gulf that formerly separated them."

With the democratization of industry, the prediction of Professor Carver should come true. We shall, at least, all pray that it may. It would mean industrial peace, on one hand, and great social advancement on the other. It would forever make impossible the growth of Russian socialism in America.

RAILWAY RATES.

It is not known that positive steps have yet been taken by the Railway Commission to adjust the freight rates structure, as directed to do by Parliament. No doubt, however, the matter is receiving attention. A heavy responsibility rests on the Board. The aggregate volume of freight charges collected by the railways of Canada now amounts to about \$350,000,000 per annum, and might appropriately be classified as the transportation tax. While the tolls levied are in return for a specific service, it is nevertheless true that these tolls have a direct bearing on the price of everything entering into popular consumption. In other words, they are a factor in the cost of living; and no other tax is so widely distributed.

It is to be hoped that the Railway Commission will be able to deal with the matter promptly. Instability in freight rates is quite as undesirable as uncertainty in respect to customs duties. Both have a vital bearing on the commerce of the country, and while transportation tolls hang in the balance there will be more or less of general uneasiness. Nevertheless, the problem which confronts the Board is of such magnitude, and is so elaborate, that there should be a universal disposition to allow all the time that may be necessary for thorough consideration.

Speaking broadly, there is to-day a better understanding of the factors which enter into the fixing of a tariff of freight tolls than at one time obtained. That is because transportation in all its aspects has been under discussion in the press and by commercial bodies since public ownership was asserted eight or ten years ago. As stockholders in a great railway system, self-interest has impelled the study by the people of a matter which had previously been regarded by them as too complex to be easily grasped; and with that disposition to look into the facts of the case has come the further disposition to view sympathetically the economic position of the carriers. In the days when railways made their own rates, and discrimination grew out of competition, they were looked on as grasping and often pe-

datory. Those days have gone. Every aspect of the business of transportation is now under the rigid control of an independent and impartial tribunal. If tolls are regarded as excessive, every community which believes itself adversely affected has the right of appeal to that tribunal, as well as every dissatisfied shipper. In such a situation, there should be a general desire to accept the judgments of the Commission as being based on principles of justice, which means justice to the railway as well as justice to the buyer of transportation service.

Most unfortunately, into this matter of freight rates has come sectional considerations, and in large degree also class consciousness. Under such conditions, the essentially economic relationship of tolls to service is apt to be obscured. That is to say, the indisputable truth that the railways cannot function properly unless they have adequate revenues may easily be overlooked; and, if they are hindered from serving, or are unable to make needed extensions and betterments, in the final reckoning the people at large are losers. It is the duty of the Railway Commission to see that does not happen. It is just as much the duty of the people to bow cheerfully to the judgment of the Commission, in order that the common good may be served.



By James W. Barton, M.D.

That Body of Hours

A Real Benefit.
It should not be necessary to talk about the advantages of massage, or a "rub down," as it is called in athletics.

Anybody connected with athletics knows that a properly applied massage hurries along the fatigue products and broken tissue, and the athlete is prevented from becoming stale. I am often asked about the virtues of the various liniments. They contain menthol, arnica, witchhazel, alcohol and laudanum, and so forth. Some famous trainers have had equally famous "rubs," and much of the wonderful success of their pupils, was attributed to this "secret" mixture that he used in rubbing them down. That men have run fast, football players shown wonderful recuperative powers without a massage or a rub, is of course true, but I have in mind an internationally known sprinter, one able to beat ten seconds for the hundred yards, who disdained to have a rub for some years. He was prevailed upon to take the rub along with the other athletes, just for the sake of the example. Thereafter he was a firm exponent of the "rub" as he said he felt more resilient than at any time in his career. Further, he ran his distance in his "best" time, every race he entered.

Now as to the liniments themselves and their virtues, there is only this to say. If an athlete is tired, sore in his muscles, and sore at heart, the liniment that has a little arnica or laudanum in it, will deaden the pain temporarily, and thus the trainer can go right after the sore spots and massage, rub, or knead them, thus loosening them up, and hurrying along the circulation, which means the removal of the broken down tissue, and the building up of new.

The only other method that would loosen up things would be indulgence in some light form of exercise such as walking, swimming and so forth. But a chap sore and tired is not going to take exercise where every step or every movement, means pain. Hence the value of your massage or rub down with the majority of athletes.

If you do any unusual physical work, the materials manufactured in your muscles have just the same effect as a foreign body in the eye, ear, or elsewhere. Hence the rubbing or massage gets everything moving away in the blood stream. A hot bath followed by a rub, fits you out for the next day. Without it, it might be two or three days before these waste products would get out of the system by means of the circulation of the blood.

NATURE LORE
BY Wallace Havelock Robb

A mink is generally thought to be a cruel and vicious animal, ferar man and to be feared. I used to think so. Some of our pet opinions of birds and animals come in for rather rude shocks, when we begin to observe wild life as it is. The mink is a savage little animal among the wild folks, but, strangely enough, when he runs into the company of human beings, he acts for all the world as though we are so very interesting that he hates to leave us. One summer, when up at a camp north of Montreal, I had some very nice experiences with a wild mink. How long he had been watching us, it would be hard to say. He was probably around when we got there and we had been there ten days when I discovered him. The children were playing on the beach and making

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castles of sand. I was up on the verandah, sitting with a pair of opera glasses in my hands, watching for birds and keeping an eye on the children. Suddenly, when looking towards the rocks near the beach, I detected a mink. Of course I just guessed it was a mink, since I had never seen one, but it was a mink for sure. I was going to jump up and rush to the rescue of my small children, but the actions of the mink were such that I was sure he was more curious about those children and the sand castles than I was about him. I said nothing. I just watched. The mink would get up behind a big rock, peek over and watch for a moment or so, then seek a nearer rock and get a better view. He would decide, at times, that his curloping off, then creep back again and see some more. He finally decided that the children were too good to miss, so he sprawled his long wiggly body on the top of a huge rock, less than fifteen feet from the children, and remained there, interested and amused. If the view of the scene would be obstructed by one of the children moving about, he would move his head, trying for a better view, and sometimes shift his position. His curiosity won him our friendship.

Canada's Story
Day by Day
By H. Hudson

July 21st.
In the early days of Halifax, Nova Scotia, there came from England a merchant named Michael Franklin. He was clever and energetic, and passed through many adventures. Captured by the Indians, he turned the misfortune to account by studying their customs and ways of thinking, and, in after years, when the New Englanders were doing their utmost to force Nova Scotia to take sides against the King, and were trying to rouse the savages to revolt, Franklin did perhaps more than any other man to hold them firm to British allegiance. Unlike most of his countrymen, he had also taken pains to learn French which gave him an advantage in dealing with the Acadians. For about ten years he was Lieutenant-Governor only exercising authority, however, when there chanced to be no Governor in the colony; and sometimes very incompetent and tactless people were put over his head. On this date, in the year 1765, he happened to be in authority, as is shown by accounts of grants of land made and quitrents received, which he transmitted to England but, whether in office or not, he was always loyal to the King, and always laboring to keep the dangerous Indians in good humor.

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Drowned in Lake Erie.
While holidaying at Sharbot Lake Mrs. (Rev.) N. S. McKechnie, Belleville, was advised of the drowning of her sister, Mrs. (Dr.) Emmett, Fontenille, in Lake Erie at Morgan's Point. Mr. and Mrs. McKechnie have gone to Fontenille to attend the obsequies. Mrs. Emmett was president of the Children's Aid Society of Walloway County and a leader in many activities.

Ernie Hudson, son of captain of the Steamer Glencairn, fell overboard and was lost in Lake Erie last season.

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