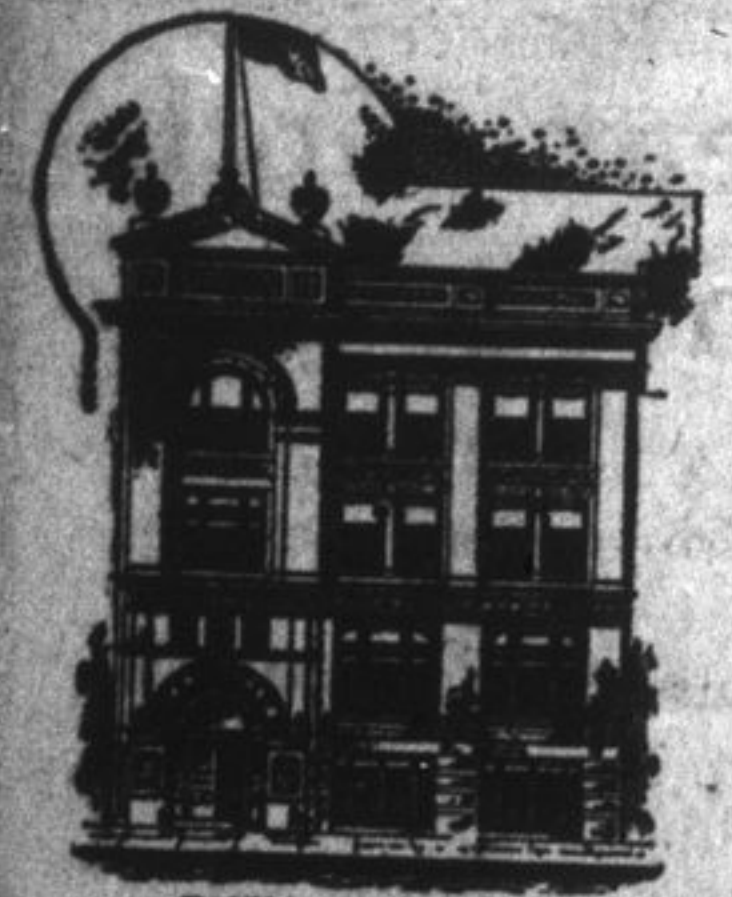


THE BRITISH WHIG 103RD YEAR.



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STAND BY THEIR GUNS.

It has been demonstrated again that numbers are not really essential when a good cause is presentable and good arguments possible. Oshawa has been down to Ottawa 2,000 strong, and it is back home again and is now able to count up the cost. The leaders saw the Government, their cause was well presented; they were well received and promised careful consideration of their representations. At the same time they were quite clearly told that the Government intended standing by its guns. The Government could not possibly take any other attitude. To have done otherwise would have been a tacit admission that the tariff changes had been made without intelligent consideration. Such an admission would have publicly announced to the country that the Cabinet was not fit to occupy the position it does, and the people's confidence in it would have been shattered.

Parliament has the matter of tariff changes, on automobiles and accessories, on the whole range of things that went into the make-up of the wonderful machine, in its hands, the deputation was told, and it would decide the issue. The members of the Government were sympathetic, but Canada has to be considered rather than individual local centres. The whole, rather than a small part, has to be cared for if the Government is to be carried on impartially and effectively.

A deputation of twenty could have made as much headway as has a company of three or four thousand, and a big volume of money saved to the men who felt they had grievances. The mass demonstration was impressive to be sure and an advertisement for Oshawa but it was not able to impress the Government as the final thing in the issue. The Government asked for facts, for a clear reasoning, for sustained and accurate proof of the automobile manufacturers' contention, but it was not forthcoming to any greater extent than has been presented and will be presented by the advocates of high protection in the House.

Ultimately the whole question of high and adequate protection must be again an issue before the Canadian people. As Mr. King quite truly said, an even larger deputation than the one that visited Ottawa, could have been easily got together in favour of the reductions. The evidence, as expressed by the Canadian newspapers shows that the tariff reductions are popular, useful and essential for Canada's development and prosperity. Speaking in a broad and general way the whole Budget has been received with enthusiasm, and very few criticisms are heard from the general public. The feeling is that those in the automobile business are needlessly excited. It is hoped that time will prove that the auto industry has not been seriously injured.

For quite a long while there has been a general feeling, rightly or wrongly we are not prepared to say, that the Canadian automobile manufacturers were making exorbitant profits. There was a general demand for a lowering of the protective tariff. The Government yielded to that demand. It must be remembered, however, that we now have a tariff board, and the opportunity is wide open for the automobile manufacturers to present their case before

this board. If they can present facts and figures to show that they cannot operate successfully under a tariff of 20 and 27 1/2 per cent., we feel sure the Government will not turn a deaf ear to their case.

MR. MEIGHEN.

The British Whig heartily agrees with The Kingston Standard and other papers that have sprung to the defence of the Rt. Hon. Arthur Meighen in connection with the renewed attacks made upon him by The Montreal Star. We cannot all agree on political questions. It would not be good for the country if we did, but we can all admire the usefulness of a man of the outstanding ability and sincerity of Mr. Meighen, that prompts him to devote the best years of his life to the service of his country. It's hard enough to have to stand the criticism of one's enemies, but to be wounded in the house of his friends must give Mr. Meighen a new appreciation of the Bard of Avon's reference to the wintry wind.

A THOUGHTFUL PREMIER.

It was very thoughtful of the Rt. Hon. Mr. Mackenzie King to pay an unexpected visit to Keith's Theatre at Ottawa yesterday morning. He knew that it was quite impossible to accommodate the large deputation in the Parliament Buildings, and he therefore appeared where they could all see and hear him, and along with Mr. Robb addressed the huge deputation. It was probably the first trip to Ottawa for the large majority of the delegates, and they would appreciate the opportunity of hearing the Premier explain the Government's position. It has been said, sometimes in the past, that deputations had difficulty in getting to those in high places, and Hon. Mr. King is deserving of congratulations for setting a new precedent in such matters.

DR. BELAND'S RETIREMENT.

Hon. Dr. H. S. Beland, the efficient head of the D.S.C.R., has retired from the federal cabinet the department being transferred to the care of the Minister of Labor. Hon. Dr. Beland was a grand minister, sympathetic, cordial, helpful, a real administrator to the stricken and broken sufferers of the Great War. He was through it himself and learned of sacrifice as a prisoner of war. During his regime he gave his best for the Canadian soldiery, he entered into their conditions and with gentleness and fair-mindedness he won their affection and regard. He will be greatly missed by the veterans. He carries with him their love, esteem and blessing. Hon. Mr. Elliott, his successor, will, we are sure, carry on with the spirit and courtesy of Dr. Beland. He will have the co-operation and helpful consideration of his distinguished and honored predecessor. The country owes much for the pervasive influence he had in shaping matters which have been of so great advantage to those who came through the great world struggle.

STREET CAR SERVICE.

The Toronto district radial railways have fallen on hard times and deficits mark their yearly operations. Endeavors are being made to have the Toronto Transportation Commission take them "on a self-sustaining basis apart from the city system." The Hydro Electric Power Commission of Ontario have been handling the radials, but at disadvantages that would be overcome by the T. T. C. Toronto does not want to meet the accrued deficits, the council believing they should be a charge against the properties, with the idea of liquidating them out of future surplus earnings.

At London the London and Port Stanley radial railway has been piling up losses. In 1925 the gross net loss was \$75,000 with economies introduced of the most sweeping character. The Niagara and St. Catharines lines have suffered losses in revenue and came out in 1924 with a heavy deficit, even with increased fares. The Peterboro radials are not turning in good results and are on the market for sale. They are in need of much rehabilitation. Buses were equally unfortunate. They cost 24c a car mile while the radials cost 18c a car mile. The Hydro say they will abandon the road if Peterboro does not acquire it.

There has been considerable talk of bus service but information demonstrates that the public should not expect motor coach service at street car fares. Coaches cannot handle satisfactorily mass transportation. Its work is to handle comfortable loads, well seated and carrying them to the outlying districts. To do such business would require fares double that paid on street cars. Of eighty-seven bus lines in the United States only two are operating profitably.

The British Whig gives this information for the benefit of citizens who are interested in the street car service here. They will have to consider the matter very shortly and suggest ways for the continuance of the service, a matter of great mo-

ment to a large number of citizens. The street car management is exerting every effort to make the line popular and serviceable and to produce a revenue that will cover outlays and provide for many emergencies that if cars and thought were given by the people might be largely reduced or completely avoided. Kingstonians want the street car facilities; it is cheaper than any other known service. How to keep it is the great issue before the city.

EDITORIAL NOTES.

The new income tax makes it fairly safe for the most of Canadians.

Wonder if there will ever be a budget that will satisfy everybody?

Perhaps the weather would be better if so many people did not not talk about it.

The past few weeks of weather has been termed Indian winter. Quite appropriate!

Cleanliness is next to godliness, but just let a Chinese laundry try to locate next a church.

Daylight saving time and the lawn mower will be at the front steps about the same time.

We have finally decided, since the weather changed, that we will still hang about our old haunts.

"Shirts, One-Third Off," says an advertisement, which, however, refers to price and not to length.

Justice of the Peace Ray Griffith, Redwood City, has decided a husband has the right to exile his wife from the family auto when she insists on driving from the back seat.

Now watch the rush to get rid of three-cent stamps before the two-cent postage returns on July 1st. A good way is to buy two and one-cent stamps and thus avoid being stuck when Dominion Day arrives.

SUNDAY THOUGHT

Not Ours To Know — Not ours to know the reason why unanswered is our prayer. But ours to wait for God's own time to lift the cross we bear. Not ours to know the reason why from loved ones we must part. But ours to live in faith and hope, though bleeding be the heart.

Not ours to know the reason why this anguish, strife and pain. But ours to know a crown of thorns—Thy grace for us to gain. A cross, a bleeding heart, a crown, what greater gifts are given! Be still, my heart, and murmur not; these are the keys to heaven.

'Tis ours to know, ay, learn it well—it is the Master's way. They serve him best who ask not why, who live but to obey. 'Tis ours to know the better part whereby a crown is won. Then loving God, I ask not why, Thy will, not mine, be done.

Yet, Thy way, Lord, not mine, I pray, I give to Thee my will. And humbly seek Thy grace and aid, this better part to fill. It was not always thus with me—I loved my way the best; But that is past; Thy way is mine; in it alone is rest." —Author Unknown

THE TOWN WATCHMAN

Yes, it is "warming up." We may have a warm May month and early lilacs, which last year did not bloom until June.

It is to be hoped that the people will take advantage of the opportunity being given them next month and vote for the Monarch Battery fixed-assessment-by-law. This manufacturing concern should be encouraged.

The market building interior would assuredly be improved and of more commercial value by the erection of a gallery around it. For poultry and horticultural shows it would be better with the gallery addition. On various occasions it has been proposed to raise the roof of the market building and make the upper storey the police court chambers, releasing the present court chambers for other purposes.

It will be observed that in one end of the city buildings the Ontario Government sells liquor to the people for supposed "medicinal" purposes, and in the same building, forty feet away, it prosecutes those who become intoxicated in a public place by drinking this government "medicine."

It is declared by members that women known as "busybodies" have been blackballed in the I.O.D.E. The "busybodies" will have to band together and form an organization of their own to get after the other "busybodies" who spend their time arranging for the blackbelling of those against whom they may have a grudge.

There will be no more curling games this season on natural ice. A record has surely been established in Ontario with games played as late as April 20th. Kingston had games up to last week-end.

It was Kingston that first started daylight saving time on the first Sunday in May. Now after six years or more, the majority of other Canadian cities that have adopted summer time have followed Kingston in fixing upon the first Sunday in May as their inaugural day. The Watchman thinks that the third week in May would be early enough to start the daylight saving time.

Would it not pay the city if it would make special arrangements to have the harbor opened early in April when ice conditions are such as they were this year? Here it is the 23rd of April before Wolfe Islanders are able to get their produce over to the city. Thousands of dollars have been lost to Kingston merchants through the late opening of navigation. Would it be possible for the city council to arrange for an ice breaking attachment being placed on one of the vessels here?

The opinion of the Watchman is that Kingston should get back to celebrating the 24th of May. The majority of the cities observe Victoria Day, that old May day which was so dear to us as children.

Bananas for Athletes. London Daily Mail: Bananas have become popular as a training food with British football players. Professional trainers of athletes have come out in favor of the banana on account of the readiness with which it is digested and the fact that it contains a higher percentage of calories than most other fruits.

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BIBLE THOUGHT AND WHEN HE HAD CALLED THE PEOPLE UNTO HIM WITH HIS DISCIPLES ALSO, He said unto them, Whosoever will come after Me, let him deny himself, and take up his cross and follow Me.—Mark 8:34.