

## AS SEEN FROM LONDON

## The Lord Mayor's Large Salary Does Not Pay Expenses

LONDON, England.—Although the salary of the Lord Mayor of London has been increased from \$50,000 to \$62,500—it is the first rise in sixty-six years—the occupant of that ornate job must still expect to be heavily out of pocket after his year of office. When Sir Percy Vincent, the newly elected Chief Magistrate, is acclaimed in the streets of the City on the occasion of the Lord Mayor's show on November 9 there will be many onlookers busily conjecturing how much he will be "stung" in his term of office despite the increase in salary which synchronizes with it. For, on the open testimony of many of his predecessors, the salary often does not represent more than a third of the amount which "Hizzoner" has to pay out while he is the occupant of the Mansion House. One former incumbent said that he spent the equivalent of \$125,000, apart from his official salary while he was in office and several others were nicked to the tune of from \$75,000 to \$100,000. In fact it is contended by those who know the calls made upon his purse that no Lord Mayor could hope to come through a term of office without spending at least \$25,000 of his own money.

It was in 1869 that the allowance was fixed at the equivalent of \$50,000. Prior to that time the Lord Mayor's salary was derived from twenty-two different sources and averaged about \$35,000. But when it was fixed at \$50,000 he waived all claims to ancient fees and emoluments. The salary nowadays, as well as the rates and taxes on the Mansion House, are provided for out of the rents which the City receives from its ancient estates. This last year the total cost to the City of London of the Lord Mayor and the Mansion House was \$135,195. The City also pays for the Lord Mayor's robes, which now cost \$465 and there is an annual outlay of approximately \$260 to keep his sixteen state coach in repair.

A telling argument in favor of increasing the Lord Mayor's salary was the proof that far more claims were made upon him at the present time than even in the years immediately preceding the war, while the expenses of office are generally about double what they were when his salary was fixed at \$50,000 in 1869. When charitable funds are to be raised the Chief Magistrate of the City is often expected to set the pace for other donors, a pace not too ostentatious nor yet too modest.

And then there is the major problem of entertaining and hospitality. Although the banquets given by the Lord Mayor are not the gargantuan affairs of fifty or a hundred years ago, he cannot regale his guests, illustrious and otherwise with a table d'hôte meal catered for at the rate of 75

cents or \$1 a head. It is estimated that some of the banquets of six or eight courses cost the incumbent from \$10,000 to \$12,000 and perhaps more as there are occasions, when his guests exceed 400. When wine, liquors and cigars are included, the cost per head well exceeds \$5. There have been occupants of the position who have courted a great deal of criticism by economizing on wines, in quality if not in quantity. But most of them have maintained the usual standard in this respect. On the other hand a Lord Mayor in these times is not under the obligation of his predecessors of forty or fifty years ago to have the festive board really groaning. For one thing, he would be criticized for ostentation and for another, the banqueters are not like the trenchermen of the past.

While women have been elected Mayor in many communities in England in recent years, it was not until it became known a short time ago that a woman was contemplating standing as candidate for the Court of Common Council of the City of London that people began to discuss the possibility of a woman Lord Mayor of London. According to officials in the City there is no legal bar against a woman being elected to the job, but it has been pointed to go through a number of offices before she was eligible and might encounter individuals prejudiced against such an innovation.

If elected to the council she would then have to serve as an alderman and a sheriff before she could be near to the realization of her ambition. As aldermanic vacancies are created only by death or resignation, she might have to wait a long time before becoming an alderman, and until she had occupied such a position she might have to wait a long time of Lord Mayor. From the aldermen the Livery Companies select the sheriffs, and the Liverymen again nominate out of the aldermen who have been sheriffs two names to be put forward for the office of Lord Mayor. It is the custom for them to choose the two senior alderman who have not passed the chair, and in private session the Court of Aldermen decides which of the two shall be Lord Mayor. So in view of the obstacles to be surmounted and the heavy financial liabilities attached to the job itself it is considered unlikely that Londoners will for a long time to come have the experience of cheering a feminine occupant of the six-ton state coach on Lord Mayor's show day.

JOSEPH GRIGG.

## THE GIDEON BIBLES

It is hard to realize that Bibles placed in hotels by the Gideons organizations are among the articles that queer-minded guests take away with them. What would be the mentality of a person who would steal a Bible? The Gideons, a society organized by commercial travellers, last year placed in hotels throughout the United States and Canada 46,175 Bibles, and it is stated that about half these were used to replace copies carried away by guests.

But the Gideons are not discouraged. They take the view that a person who carries away a Bible may read it and come under its influence. So they continue replacing the stolen Bibles. Dealing with this situation, the Stratford Beacon-Herald says: "Stealing a Bible may sound strange, but it remains a Bible and it will do its work when a thief reads it. Think of it in another way: People who steal things from hotels are exactly those who should have Bibles."

While it is difficult to believe that any one would steal a Bible, the fact remains that these hotel copies are disappearing by thousands each year. In the minds of many people there is a queer twist that makes it appear all right to take anything from a hotel room. Perfectly honest in other ways, they do not regard this business as stealing. The habit is so prevalent that hotel managements must consider it to fixing the prices charged for accommodation. It may be that guests who remove hotel Bibles consider that, as the Gideons have placed them there free of charge, they become public property, and that no loss is suffered by any one if they are removed.

There are in the human make-up many strange characteristics, and one of the strangest is that which justifies the carrying away of anything portable in a hotel room—even the Bible placed there for their own good.

It pays to advertise in The Daily Mail.

## HOUSE-HUNTING PROVES AN ADVENTURE IN OLD PEIPING

(By Frank Smothers)

PEIPING, China.—Looking for a house in Peiping is an adventure in itself and the result of the search is another adventure, especially so if the house you seek is a Chinese domicile.

This old center of Chinese civilization is so different from Shanghai that the two most famous cities of the eastern Asiatic continent do not seem parts of the same country. One can see plenty of China in Shanghai, where the population, of course, is overwhelmingly Chinese. But the influence of the west is so pervasive there and so many westerners are in Shanghai, talking western business and living western lives in the modern mode, that one sometimes can forget—almost—that he is in China.

He will not forget in Peiping.

Contrasts with Shanghai Bustle

In contrast to the clamor and bustle of Shanghai, quietness, composure, deliberateness, thoughtfulness and grace are words likely to come to mind when one thinks of the legation quarter. He may be obliged to think sometimes of pomposity, too.

However, our rickshas at the moment are many hutings away from the legation quarter. Hutings are the famous side streets of Peiping. Branching off from the city's few broad paved streets these hutings, usually unpaved and at present dusty, lead us everlastingly between walls.

If one is to picture Peiping he must see walls and walls and walls again. There is a great wall around the city and massive walls separating the different historic cities within as the Chinese city; the Tartar or Manchu city (its residents for the most part are Chinese, but it retains the names it had when it was the city of foreign conquerors); the Imperial city within it and within that the Forbidden city (not forbidden since the republic replaced the monarchy of the Son of Heaven). And then there is the much smaller of the legation quarter.

City Full of Lesser Walls

But in addition to the great walls of Peiping, with majestic gateway structures towering above them, there are the myriad walls, ordinarily from ten to fifteen feet high, flanking the narrow hutings. Often such a wall forms one side of dwellings within.

## Mothers Aided by Guide to Better Control of Colds

Practical Plan Is Helping Families Everywhere to Have Fewer, Milder and Shorter Colds.

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This commonsense, medically sound Plan represents the 30 years' experience of Vicks Chemists in studying colds. It has been tested in extensive clinics by practicing physicians—further proved in everyday home use throughout the country.

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Live normally—avoid excesses. Eat simple food and keep elimination regular. Drink plenty of water. Take some exercise daily—outdoors, preferably. Get plenty of rest and sleep.

2. To Help Prevent Many Colds

At the first warning nasal irritation, snuffle or sneeze, use Vicks Vapo-nol—just a few drops up each nostril. Vapo-nol is especially designed for the nose and upper throat—where most colds start. Used in time, Vapo-nol helps to prevent many colds—and to throw off head colds in the early stages.

3. To Help End a Cold Sooner

If a cold has developed or strikes without warning, rub throat and chest at bedtime with Vicks VapoRub. VapoRub acts two ways at once: (1) By stimulation through the skin, like a poultice or plaster; (2) By inhalation of its penetrating medicated vapors, direct to inflamed air-passages. Through the night, this combined vapor-poultice action loosens phlegm, soothes irritation, helps break congestion.

What Vicks Plan can do for you only by trying it. Directions for and your family can be proved following the Plan come in each package of Vicks Vapo-nol and Vicks VapoRub.

the graceful tile roofs of which slope forward.

As we bump along in our rickshas, drawn by pullers more stalwart than most of the Shanghai ricksha coolies, for the northerners are a larger people, we pass gates at intervals of ten or twenty or thirty yards. The gates of Peiping are as fundamental in the city scene as the walls. Some of these gates, usually red, often weather-beaten, sometimes freshly painted, stand open, disclosing ragged or neat children and women; or men with shaved heads busy at their crafts; or a fine paved court adorned by a little tree, behind which a moon gate gives entrance to a larger court, which, we may reasonably assume, leads to a pleasant home.

Street Life Unfolded

We are on the trial of one of these unpleasant homes. Our ricksha men are having some difficulty in finding it. So on and on we go through the hutings. Even in these narrow ways—they would be called alleys in America, although America has nothing like them—Chinese street life unfolds before us.

Ricksha coolies disengaged for the time being sleep heavily as they recline between the shafts of their vehicles. Other coolies strain as singly or in terms they push or pull burdens on wheels. Bicycles come and go, for bicycling is one of the chief means of transportation in Peiping. And now and then a great motor car—even a small car looks monstrously big in a hutung—comes bouncing along at ten miles an hour, with a prosperous foreigner or a pair of sleek and somewhat rotund silk-robed Chinese men of property or politics inside.

Dogs Are Everywhere

Dogs are everywhere. Occasionally we see one of the famous nimble little Pekinese in the hutings, but not often. The great majority of the dogs outside household walls are "wongs", mongrels, not used to kind words and best left alone. But if the street dogs are unfriendly, the children are amiable. Their elders usually disregard us, with nothing unfriendly in that disregard, and so do many of the children. But a pair of lads of first-grade age grin up to us as they race our rickshas for half a block.

In one of these hutings our runners find our destination and press the bell by the red gate. There is no difference between this gate and the gate next door, which may hide a set of run-down shacks, for the Peiping of dark poverty are all mixed up together. But we happen to know that this is the home of a foreigner—on old Chinese house equipped with western furnishings, hard floors and some of the conveniences of the occident. Furnished houses are scarce, just now, and although this one is available only for a month, we wait with high anticipation for the unbarring of the gate.

## "IN QUIETNESS AND CONFIDENCE"

In the face of grave world difficulties, it is heartening to note that the Bible is still the world's best seller. Beneath the surface evidence to tumult and hatred there is deep veneration for the book that teaches brotherhood, selflessness and reliance on God in human emergencies.

Clergymen are observing that never before has the Bible been so popular, particularly among young people. Thousands of university students have enrolled this year in Bible classes. Hundreds of student letters received daily by Bible societies seek information on Bible commemorative observances being held this fall.

Another strong indication of unprecedented reverence for the Scriptures revealed itself in the world-wide response to the Bible series written for The Christian Science Monitor by Dr. Albert F. Gilmore. And one does not have to look far for other evidences of Bible support. In London, thousands recently attended daily sessions commemorating Bible Week. Boston, Mass., saw 15,000 persons jammed into the Garden to declare their faith in the integrity of the Scriptures. Even in Prussia, near the center of a turbulent continent, Bible sales are reported to have doubled within four years.

These illustrations are chiefly significant as ripples of a powerful undercurrent of support for spiritualized thinking. They could be made the theme for Thanksgiving Day services or for anniversary observances on Armistice Day. The indications of human craving for the Truth are no less significant because subordinated in newspaper headlines to more sensational items. The truth is that the power of right thinking lies in the quietness through which it operates. History teaches that the arrogance of dictatorships, the pomp of militarism fall by their own weight. But love for Scriptures endures through the Ages.

## CANADIAN PACIFIC RAILWAY COMPLETED FIFTY YEARS AGO TODAY

Fifty years ago today, on November 7, 1885, in the presence of a small group of awed men an ordinary iron spike was driven into a railway tie at Craigellachie high up in the Canadian Rockies firmly uniting two railway lines reaching toward this point from eastern and western extremities of the Dominion and completing Canada's first trans-continental line under the name of the Canadian Pacific Railway. By that event Canadian Confederation became a physical fact and the Dominion of Canada then and there set out upon the path of national development along which it has since travelled so far.

Growth of the Canadian Pacific Railway in the intervening half century is a matter of history. Its expansion has mirrored the coming of age of Canada as ramifications of this first main line made their gleaming way carrying settlement and development into every quarter of the Dominion, while ships carrying the Company's flag have become regular visitors at world ports on every ocean.

Although world embracing in its consequences, the driving of the last spike was a comparatively simple ceremony and the number in attendance was small. The event is described vividly in "Steel of Empire," the recently published history of the Canadian Pacific Railway by John Murray Gibbon.

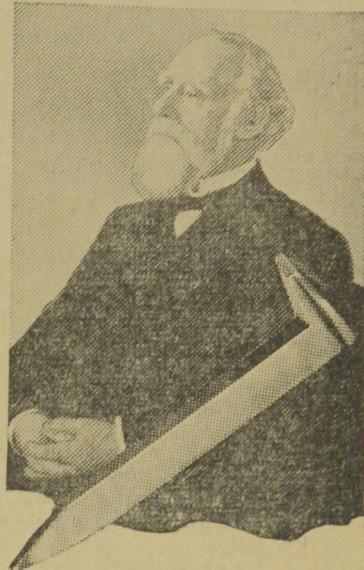
"Lord Lansdowne (then Governor-General of Canada) had expected to be present at the driving of the last spike on November seventh," Mr. Gibbon writes, "and in anticipation of that happy event had ordered a silver spike to be prepared and suitably mounted as a souvenir. Van Horne (then general manager of the Company), however, was of the opinion that spikes of silver and gold were not so good as plain iron. He knew of too many bankrupt roads inaugurated with the driving of a golden spike to consider the more precious metal a good omen. And in his downright fashion he declared that anyone who came to see the driving of the last spike on the Canadian Pacific Railway must be connected with the railway or pay his way."

"Dugald McKenzie, who piloted the worktrain bringing ties, spikes, rails and the like to the place where East and West were to meet was equally emphatic on the subject in his account of the proceedings:

"What do they think we are building—a King's palace? I suppose they think we had caviar for lunch and breakfast served to us in bed."

"So the precedent of the Union Pacific was not followed. There were no telegraph wires to carry the sound of the hammer across the continent, and no arrangements to fire salutes of artillery in Montreal or Vancouver. Nor, as had been arranged at the driving of the golden spike on the Northern Pacific two years before, were any Indian chiefs brought in formally to cede their hunting grounds to the great chief of the Canadian Pacific to the accompanying blare of a brass band! Yet the ceremony as described by Sandford Fleming, now a director of the company, was a fitting climax to the greatest adventure in railway history. The place chosen was on the Eagle Pass, discovered twenty years before by Walter Moberly, and named 'Craigellachie' in memory of the historic telegram from George Stephen (first president of the company and later Baron Mount Stephen) to Donald Smith (later Baron Strathcona and Mount Royal). Present were Donald A. Smith himself; Van Horne; Sandford Fleming, with his square white beard; Major Rogers; Marcus Smith; Henry I. Cambie, one of the government engineers on the construction; M. J. Haney, working for Onderdonk (contractor for a large section of the line); John M. Egan, general superintendent for western lines; James Ross, manager of construction for the Rocky Mountain section; George R. Harris, of Boston, a director; John H. McTavish, land commissioner; Arthur Piers, secretary to Van Horne and afterwards manager of C.P.R. steamship services; Frank Brothers, roadmaster; Miller,

## Drove Last Spike



Baron Strathcona and Mount Royal, G.C.M.G., G.C.V.O., above, when plain Donald A. Smith, drove the accompanying iron spike at Craigellachie in the Canadian Rockies, completing the Canadian Pacific Railway trans-continental line, just half a century ago, on November 7, 1885. The spike was later removed to forestall souvenir hunters and now is in the possession of Sir Edward Beatty, G.B.E., K.C., LL.D., chairman and president of the Canadian Pacific Railway.

the porter on the private car Metapedia; Tom Wilson, Major Rogers' guide; Dugald McKenzie, locomotive engineer; and E. Mallandaine, a boy. Major Rogers himself held the tie in position."

After the spike was driven home by Donald A. Smith, the silence remained unbroken for a moment or two, each witness reverently silent with his own thoughts. Then a spontaneous cheer arose that awoke the echoes of Craigellachie.

Driving the spike, Donald Smith struck it first a glancing blow so that the head was turned over. Ready for the emergency, Roadmaster F. P. Brothers yanked the twisted spike out and replaced it with another. This time Donald A. took no chances and drove it with a succession of careful taps. To him each tap added another link to this imperial highway to Australia and New Zealand.

The discarded spike was recovered and split into thin strips which were mounted with diamonds and presented to ladies who were closely connected with the party but not present. Other ladies felt piqued so the resourceful Donald A. secured another iron spike and made similar souvenirs, slightly larger, however, to distinguish them.

The actual last spike was removed by Roadmaster Brothers to forestall souvenir hunters and afterwards presented to the present incumbent of the presidential chair, Sir Edward Beatty.

And the Governor-General took the absence of invitation in good part and presented the unused silver spike to Van Horne, in whose family it is a treasured possession.

## ELECTIONS

Life is just one election after another; now it's Quebec. On the 25th of November the people of that province go to the polls to return the Taschereau government—at least it looks like that from here. Quebec is a great province but how little we know about it. Most of us do not know what the local issues are, and would not understand them if we did. Government's last a long time up there. Mr. Taschereau has been in power for fifteen years following Sir Lomer Gouin, who had an even longer lease of power. One has only to consider contrasting conditions in the different provinces of Canada to appreciate the fact that Canada is a most difficult country to govern. Our fathers had great courage in tackling confederation, and on the whole, we have made a pretty good job of carrying on what they began.

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LEST WE FORGET

POPPY DAY, SAT., NOV. 9th

ON SALE BY CANADIAN LEGION