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The Moderation League of Ontario

President, I. F. Hellmuth, K.C.

ONE of the most embarrassing facts that the advocate of compulsory total abstinence has to face is that wherever his theory has been put into practice there has grown a strong movement against it; further, the longer the experiment of prohibition has been tried, the greater the opposition it has created. Time has always been against it.

This movement is that in favour of Government Control.

Had Government Control been dependent for its adoption on the votes of those who have always voted against so-called prohibition, it could never have become the law of any Province in Canada. One of the most encouraging things to those who have been active in the work of Moderation Leagues is that there have rallied around them everywhere men and women who in the past have voted with the opponents of the Leagues.

Contrary to the statements made by the prohibitionists, these men and women were not and are not concerned with promoting the interests of what is so euphoniously called "the booze business". They were not and are not men and women ignorant of conditions existing in their own communities. They were not and are not ignorant of conditions existing in other communities. They were and are, for the most part, typical sound, sane and reasonable citizens of Canada.

These men and women, just as is the case with the men and women of Ontario today, had placed before them all the usual stock arguments of the prohibition propagandist. They had placed before them rows of figures and lurid statements showing that prohibition was a success and that Government Control was a failure.

In spite of this, the greater argument of personal experience and observation made them discard prohibition and adopt Government Control.

It is impossible to enumerate all the reasons prompting the change, but it is highly significant that, to take one example only, the Province of Saskatchewan, which for years had voted strongly, whenever opportunity arose, in favour of prohibition, should last year have voted decisively against it; and the significance of this is increased when there is taken into account what the people have been told in Ontario regarding Manitoba. The people in Saskatchewan have, by their geographical position, a much better opportunity of knowing the conditions in Manitoba than have those in Ontario, and it will not be questioned that they had a much better opportunity of knowing the conditions in their own Province than people residing elsewhere.

Let it be remembered that the system in Manitoba had been in operation many months before the people in Saskatchewan voted on this question.

The conclusions are irresistible.

Prohibition was considered a lamentable failure in Manitoba, a lamentable failure in Alberta, and a lamentable failure in Saskatchewan. For their prohibitory laws these Province adopted a policy of Government Control.

And Prohibition has been a lamentable failure in Ontario.

There is no substantial evidence anywhere that any of these Western Provinces would revert to its old prohibitory system.

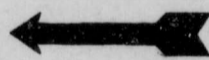
On the other hand, after less than twelve months, the revenues of the Province of Manitoba have been increased by more than a million dollars and for the first time in years they have balanced their Budget.

No one contends that Government Control has yet attained its last degree of perfection. It is, however, contended that it is a better method of dealing with those evils with which prohibition pretends to deal, and that in addition the revenues of the Province benefit.

Government Control can be had by marking your Ballot as follows:

1	Are you in favour of the continuance of The Ontario Temperance Act?	
2	Are you in favour of the sale as a beverage of beer and spirituous liquor in sealed packages under Government control?	X

MARK YOUR BALLOT HERE



Provincial Headquarters, 9 Richmond Street East, Toronto

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E. L. Richardson, manager of the Calgary Stampede of 1923, held under the patronage of the Prince of Wales and Governor-General Byng, announces that, owing to the enormous success of the great rodeo July 9-14 it will be staged annually instead of at intervals of several years, as heretofore. The recent Stampede was attended by 137,300 people.

Only once in the history of Canada was the gold production record set in 1922 exceeded, and that was in 1900, when the Yukon placers reached the peak of their yield. During 1922, 1,203,364 ounces of gold were mined in the Dominion. The value is set at \$26,116,050, an increase of 36% over the previous year's figures. In 1900, 1,850,057 ounces of gold were mined and the value was \$27,908,153.

Canada's trade is climbing ahead. Total trade in the three months ending June was \$402,544,438, an increase of \$110,841,054 over the corresponding three months of last year. For June alone total trade was \$179,720,516, an increase of \$44,944,782 over last year. Domestic exports in the three months increased approximately \$50,000,000 and imports approximately \$61,000,000.



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Here and There

The world's record for grain trains was shattered by the Canadian Pacific Railway on October 8th, with a monster train of 135 car loads of wheat, over a mile long, which operated between Stoughton and Arcola. The contents of the cars, 185,000 bushels, weighed 5,500 tons.

All grain loading records in Alberta were completely smashed by the Canadian Pacific on October 10th when the Company loaded 753 cars, representing at least 1,065,200 bushels. If these cars were placed together they would make up a freight train about six miles in length, and a baker's dozen of these trains would extend from Calgary to Banff, a distance of 82 miles.

A record in western railroad construction was established on the Canadian Pacific Lanigan-Melfort line recently, when the last mile of track between Lanigan and Pleasantdale was completed in one day. D. A. Livingstone, engineer in charge, reports that seventy per cent of his crew of 25 were British harvesters.

Federal and Provincial Departments of Agriculture co-operated in the purchase in the British Isles of a large stock of horses, swine and sheep, including sheep owned by His Majesty the King, which arrived here recently. This is the second shipment of cattle to Canada through the co-operation of the agricultural departments with sheep and swine breeders throughout the Dominion.

T. K. Doherty, the Canadian Commissioner in the International Institute of Agriculture, estimates Canada's exportable wheat surplus this year at 300 million bushels, as against 150 millions from the United States, 110 from Argentina, 50 from Australia, and 15 from Russia. Canada, in fact, may be expected to supply nearly half the wheat exports of the whole world—300 out of 675 million bushels.

E. W. Beatty, K.C., President of the Canadian Pacific Railway, speaking at important centres on his recent extensive tour through the Canadian West, sounded a note of optimism, declaring that the general improvement in Canadian business conditions rendered an accompanying growing pessimism entirely unjustifiable. Stressing the need for a vigorous, intensive immigration policy by the government, he put forward as suggestions that the department of immigration and colonization should issue a general invitation through Great Britain, the United States and certain European countries, for settlers, and that greater advantage should be taken of the favorable policies towards emigration to Canada adopted by the governments of Great Britain and other countries.

Most extraordinary yields of grain are reported from the Provincial School of Agriculture at Olds, Alberta. On a one-acre patch 105 bushels of Marquis wheat were threshed, which is believed to be a record for this crop, exceeding the 82 bushel yield of Seager Wheeler, which was previously considered unsurpassable. From an acre seeded to oats, 205 bushels were threshed. Barley similarly yielded exceptionally. On a field of 27 acres an average of 70 bushels to the acre was secured, whilst on another, 10 acres of a different variety, a yield of 80 bushels to the acre was recorded.

Eighty per cent of Canada's national debt is owned by Canadians. Bank deposits in this country at the close of the last fiscal year, March 31st, 1923, totalled \$1,218,000,000, an increase in ten years of \$720,000,000. The year's trade records show Canada's foreign trade to be \$1,000,000,000, an increase of \$221,000,000 over last year, and Canada's exports to exceed her imports by \$107,000,000, forty-two per cent of these exports being finished products.

A conservative estimate of the amount of money spent in Quebec by tourists reaches \$2,358,750. From the beginning of May until the first of September, 15,000 motor tourists had called for information at the offices of the Quebec Auto Club. Taking an average of four people to each car, this meant that at least 60,000 people had come to the city by automobiles. Of this number there were approximately 3,000 camping parties, or 12,000 people.

At the Chateau Frontenac, Quebec, recently, Colonel J. S. Dennis, Chief Commissioner of Colonization of the Canadian Pacific Railway, outlined in a detailed speech existing conditions in Canada and prospects for the future. He emphatically stated that there was no cause for discouragement, but, on the contrary, every prospect of a renewal of rapid development, including an increase in our population and the development of our latent natural resources in such a way as to insure, in the comparatively near future, that we should be out of the woods, and progressing rapidly to a large population and favorable business and financial conditions.