

THE EVENING TIMES AND STAR, ST. JOHN, N. B., FRIDAY, AUGUST 20, 1920

# The Evening Times and Star

ST. JOHN, N. B., AUGUST 20, 1920.

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## THE END OF UNION.

Premier Meighen's recent speeches remind the country sharply that his government is dominated by Conservatives. He himself is a partisan Conservative. His ministry and his views are Conservative, and Liberal newspapers which supported Union government during the war and until demobilisation are now outspoken against the proposal to re-constitute a party shall rule the country without the country's consent. The Toronto Star, which was a stout supporter of Union has no patience with the premier's plea that he represents both Conservatives and Liberals. It says: "The new prime minister is a Tory through and through, and he has sent out his call to all who are like-minded with himself. They will respond. We shall now have, under his leadership of his party, a clear-cut line drawn between the Tories and Liberalism of this country. It is the impulse of Toryism to dig in, to entrench and take a defensive position, resisting change and reform. The ruling impulse of true Liberalism is to seek a battle of movement, and press forward, unafraid of change and determined upon reform."

The Conservatives represent a minority party, and presumably they are agreeable to Hon. Mr. Meighen's effort to seek Liberal support under false pretences. But the Liberals are not deceived. The Toronto Globe tells Hon. Mr. Meighen that both in the east and the west of Canada he will find the electors in revolt against his Conservative policies. It says: "There are great sections of the industrial population engaged in natural industries all over Canada who cannot possibly be given any advantage by protective tariffs in the selling of their products, but who are compelled to pay tariff-inflated prices for everything they buy to supply their business and domestic needs. In requiring the submission of these elements of the population to this form of jug-handled protection is not Mr. Meighen a 'fiscal humbug' and traitor?"

"The proclamation of high protectionist views by the prime minister is for less an expression of his fiscal creed, Toryism and privilege of all sorts go well together. But it is probably also an expression of his belief that the interests still control the biggest battalions and the longest purse, and that the hope of Toryism is to stay within hall of the Red Parlor."

"The premier's challenge cannot be evaded even were the opposition parties desirous of doing so. The issue of the next election must be high tariff for the benefit of a privileged few or revenue tariff for the benefit of all."

Union government is no longer an issue. The questions which divided Liberals in 1917 no longer exist. Premier Meighen has served at least one good purpose in drawing the line clearly between the two old parties. The nature of his speeches does that. While he invites Liberal support he condemns Liberal policies and enunciates only the old Conservative doctrine. And he speaks for a party and for an administration formed without public consent and in defiance of public opinion.

## A HUNGRY WORLD.

While Canada is congratulating itself on the prospect of a large wheat crop, and while the United States is expecting a mighty crop of corn and a big yield of foodstuffs generally, with the possible exception of wheat, Sir George Paish, one of the leading political economists of the day, is warning the world that its food outlook is gloomy. In a recent article published in a British journal this economist summed up the world's food supply with special reference to wheat, bringing out some startling considerations. A London review of the Paish article gives this summary:—

"In Ways and Means Sir George Paish, the well known economist, discusses the food outlook, and draws a very gloomy picture of the future. We are threatened, he says, with a serious shortage of food in Europe, and the situation is rendered still worse by the fall in the exchange. 'If our exchange breaks in the manner which now seems inevitable, the price for bread will rise in the not distant future to something like 2s. 6d. per four-pound loaf.'"

"The facts on which he bases this sombre warning are briefly as follows:—Before the war, Europe, excluding Russia and Roumania, had to import 1,000,000,000 bushels of wheat every year. Of this 500,000,000 bushels came from Russia and Roumania, and the remaining 500,000,000 from America, India, Australia and Canada. Now Russia is an importing country instead of an export, and the home production in other countries has fallen greatly through causes with which we are all familiar. The consequence is that, instead of 1,000,000,000 bushels, Europe will need 1,500,000,000. Where is this to come from? In America the wheat crop is likely to be more than 200,000,000 bushels less than last year, so that she will not be able to export much, and that only at a very high price. There is a considerable accumulation of wheat in Australia, but, allowing for that, Sir George Paish estimates that there will be a shortage of considerably more than 2,000,000,000 bushels. If we, with our

greater resources and command of shipping, are able to get anything like our full requirements, there will be little left for Central and Eastern Europe, and famine will inevitably breed revolution."

"What is to be done in view of this world danger? In the first place, of course, the governments must make every effort possible to increase the production of wheat. Here in England a vast acreage which under the stimulus of war conditions was laid down for wheat is now going out of cultivation or is being used for other purposes. That ought not to be allowed, for if Sir George Paish is right, the need for wheat-growing is likely soon to be much greater than it ever was during the war. Then all the governments of the world ought to unite in a co-ordinated effort to meet the danger by stimulating production, economizing consumption and preparing plans for distribution. Not a moment is to be lost, says Sir George, if the peoples are to be preserved from starvation and civilisation from destruction."

The dangerous world shortage outlined by Sir George is interpreted as threatening higher costs of food in the United States and Canada as well as elsewhere. The Manufacturers' Record, in commenting upon the Paish article, warns the United States government that Americans will soon be importing food instead of exporting it and demands that increased attention be given to the development of agriculture. "Country life," it says, "must be made as attractive and as profitable as city life, or else the drain on the farms will continue to the point where we will face a food famine which will shake the very existence of our government."

## MR. MURDOCK'S REPLY.

It was obviously a mistake in tactics, if nothing worse, to assail Mr. James Murdock, formerly of the Board of Commerce, as a man having no Canadian interests. Mr. Murdock has replied to that sort of attack, and the nature of his reply is such as to persuade even his opponents that they raised an unfortunate issue. The government refused to investigate the Murdock charges in connection with the Board of Commerce, on the ground that they were not sufficiently specific, and a government newspaper in defending that attitude referred to Mr. Murdock's connection with the Brotherhood of Railroad Trainmen, of which he is Canadian vice-president, and said that he has "no public or private interest in Canada." In the course of a letter written in reply, Mr. Murdock says:—

"I was born under the British flag, and, when a child, lost my father defending that flag. I was brought up in the County of Kent, Ontario, and was employed by the C. P. R. from 1890 to 1908, and my family has been living at the address shown in this letter (49 Melbourne ave., Toronto) since that time, where mail still reaches me."

"I was blessed with only two sons, one of whom left the Parkdale Collegiate Institute in Toronto in 1916 to enlist in the world war, and the other left in 1917 for the same purpose. The elder we buried the other day as a result."

"It is true, of course, that the Brotherhood of Railroad Trainmen has its headquarters in Cleveland, Ohio, and that it happens to be the Canadian vice-president of that organization since 1907. Mr. Murdock notifies the government newspapers that he still is a Canadian citizen and absolutely declines to be excused by those who are opposed to an investigation of the causes leading to the failure of the Board of Commerce. He says that he will undertake to present himself at twenty-four hours notice before any board of inquiry should the government show sufficient courage in the interests of the consuming public to 'let in the light.' It was a mistake and a poor service to the public to refuse the investigation which Mr. Murdock demanded. It was still a greater mistake to represent Mr. Murdock as in some sense a foreigner, unqualified to speak to or for Canadians in relation to one of the leading issues of the hour—the cost of living."

## NEW VESSEL FOR THE C. P. R. PACIFIC SERVICE.

Vancouver, B. C., Aug. 20.—The Canadian Pacific coast steamship service has let a contract to the Wallace Shipyard of North Vancouver for a new passenger steamer for the coast service. The new vessel will replace the Princess Sophia, lost on Vanderbilt reef on October 24, 1918. She will cost \$1,500,000, will be 282 feet long, with a speed of seventeen knots and will be especially for the Alaska run.

## C. P. R. SUBURBAN SERVICE.

Commencing Monday morning, August 23, there will be a chamber the early morning suburban train from Welsford. Under present schedule this train leaves Welsford at 6:20 a. m., daylight time, but after the above date suburban will leave Welsford at 6:30 a. m., and will reach ten minutes later at each station. From Grand Bay to St. John the present schedule is not disturbed. 8-20-23-25-27-29

## MISSION CHURCH BOYS WIN

An interesting game of baseball was played on the Government grounds, Fort Howe, last evening between two junior teams, the Missions and the Port Howe Trimsters. The former won by a score of 4 to 8. Mowery and Ricketts formed the battery for the winners.



(Copyright by George Matthew Adams.)

## TOIL OR TURMOIL.

I hope, in our campaigning, we won't disturb the map; too often we are straining to open up a scrappy, too often, in the danger of windmill and hanger, and rather wild slap-banger, we swat the other chap. Too oft we quit our labors, neglect our growing beans, to wrangle with the neighbors over what this campaign means; and it were better, saner, to be a strict abstainer from tricks of the campaigner, and raise a lot of greens. The winter's drawing closer, the summer's almost spent, and wind won't pay the grocer, and talk won't pay the rent, and when the wolf is yelling before your humble dwelling, all kinds of want foretelling, your lost hours you'll lament. I hear the statesmen bellow. I see them paw the soil, but I'm the prudent fellow who sticks to useful toil; and when the snow is falling, and stormy winds are howling, and kids for grub are calling, I'll have a cow to boil. I'm working in the garden, I'm earning useful rocks; perhaps I'll vote for Fordard, perhaps I'll vote for Cox; but while the squids are growing each day will see me doing, not idly to-and-froing to hand out roasts or knocks.

## CANADA—EAST AND WEST

Domestic Happenings of Other Days

## FORT ERIE.

August 20, 1914, found the English in Canada smarting under the defeat that had been inflicted upon them at Fort Erie a few days earlier. After the capture of the two armed brigades—the Somers and the Ohio—a few days earlier by the British, General Drummond planned a great onslaught against the American position. He had been back in the night attack ten days earlier; he was seeking to capture the place in a second battle.

On the 18th he opened fire on the fort with his cannon. But they were few and the weapons were small so, although they boomed for two days all the time, they produced little effect upon the Americans and only forty-five men were killed or wounded in the enemy force. On the fifteenth the assault was planned to start at day break, the troops coming in the night to their positions. One unit marched at 2:30 o'clock in the morning in lily darkness. The noise it made drew upon it the fire of the American guns with the result that the column was thrown into great confusion and had to retreat. So rapid was its flight that it swept away the remnants in reverse.

Although column marched too near the lake and got into the water in the dense darkness, while it was making its way to the United States' cannon. It could not reform and the losses were severe before it was compelled to retire. But two other columns had better success and managed to fight their way into the fort and into the hands of the American guns against the defenders of Fort Erie. At that moment an explosion occurred and many of the English were killed. A panic was started among the assailants and to Mr. Murdock's connection with the Brotherhood of Railroad Trainmen, of which he is Canadian vice-president, and said that he has "no public or private interest in Canada." In the course of a letter written in reply, Mr. Murdock says:—

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## SIXTY MILES AN HOUR.

(Montreal Star.)

"The survivors stated last night that the machine was traveling very fast. One of the victims, in fact, said that he thought the car was doing eighty miles an hour."

Result:—Two dead, one dying, two injured. What is this insanity that impels people to drive powerful machines along country roads, up and down hills and around unknown and often dangerous curves at a rate faster than that attempted by railway trains? There is never a day, scarcely an hour of the day, when the terrible smash at Point Vliet yesterday—the report of which is quoted elsewhere—is the direct outcome of this madness for speed that seems to grip so many of us once the wheel of a motor is in our hands.

The best highway ever constructed is not built for speeding. There are invariably sudden hills and valleys, unexpected curves, the ever-present menace of an approaching vehicle, unseen until sometimes too close to avoid disaster. Then comes the crash and more dead and maimed are hastily got out of the way to clear the road for the next lunatic who comes tearing by at forty, fifty or sixty miles an hour.

Danger—whether to himself or others—is dust in the balance to the speed maniac. Life—his own or someone else's—counts as nothing when it is a question of covering a certain number of miles in a certain number of minutes. If there were any exact for ninety-nine per cent. of the speeding it would be different. But in the vast majority of cases the speeding is recklessly being used as an instrument of so-called pleasure only. A man who on foot or on horseback can be patient and courteous too often becomes a fuming boar if anything delays the progress of his car in the road or road-side. Once in a hundred times will he find a second, or even minutes, of delay make him angry and lead him to violence.

The tragedy of Point Vliet will not impress the speed fools—no common sense, no common decency, no common weight with him. Some day our country and village highways will be patrolled by our city police as petting parks and watched. It will be a long time before we can afford to do this, and still we can we will doubtless continue to kill and maim.

## PUBLIC WELFARE EXHIBIT.

Whole-hearted support was voted to Dr. Roberts and the board of health in their exhibit in the exhibition, at a meeting of the societies interested in public welfare in the board of trade rooms yesterday afternoon. Dr. Roberts explained the educational value of such an exhibit. The meeting elected the following directors for the exhibit: Dr. William Warwick, medical health officer, manager; Mrs. J. Willard Smith of St. John, president; Mrs. J. H. Hooper, of the local board of health, second vice-president; Mrs. A. W. Ealey, secretary; W. H. Golding, publicity agent. Home care of baby, pre-natal and better obstetrics, blind, blind baby, baby teeth for babies from one to twelve months, patient medicine and the baby, modern health crusades, and the little mother's league, nutritional clinic, social hygiene, oral prophylaxis, recent legislation, ground housing and sanitation, V. O. N. booth, question box and secret teacher. The conveners for the different committees were named as follows:—Those societies which were the first to enroll and the conveners named were: W. C. T. U. Mrs. David Hipwell; Municipal Chapter of the I. O. O. F. E. Mrs. A. W. Adams; Women's Council, Mrs. J. E. Wilson, Ltd., Sydney St. Mrs. H. A. Powell and Mrs. M. B. Edwards; Playgrounds Association, Miss Heffer; Free Press, Mrs. D. E. Holman and Miss Sterling; dietician, Mrs. Arthur Burdette; Anti-Tuberculosis Association, Miss I. Batters; Daughters of Israel, Mrs. Joseph Goldmann; Women's Institute, Miss Hazel McCain; St. Monica's Society, Mrs. D. F. Chisholm; King's Daughters, Mrs. W. H. Golding; Red Cross, Miss Alice Walker; V. A. D., Mrs. G. A. Kuhring; individual workers, Mrs. J. H. Doody and Mrs. J. A. Mulcahy.

## AIRPLANE CRASH IN QUEBEC; GUIDE KILLED.

Quebec, Aug. 20.—News of a fatal airplane crash north of Chicoutimi on Wednesday was received by Price Bros. yesterday. A guide named Gauthier was killed and an aviator and photographer badly injured.

## A NOMINATION.

Shelburne, N. S., Aug. 19.—At a convention of the Liberal party today, Hon. E. H. Armstrong, commissioner of public works and mines in the Nova Scotia government, was unanimously chosen as a candidate to contest the county for a seat in the house of assembly, the resignation being caused by the resignation of Frank E. Smith.

## Digby Soldiers' Memorial.

A monument has been erected in Rossaway, near Digby, to commemorate the sacrifice of the men from that village who gave their lives in the great war. A delegation from the Digby branch of the G. W. V. A. was present and took part in the ceremony of unveiling.

Due to a broken truck on one of the cars of No. 10 express from St. John yesterday morning a derailment occurred near Bible Hill (N. S.). Five cars left the rails and the line was blocked for some hours.

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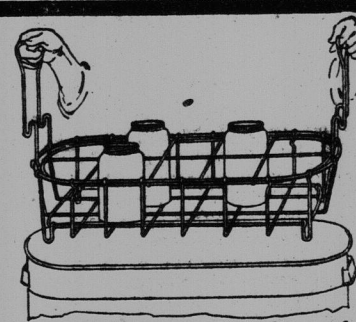
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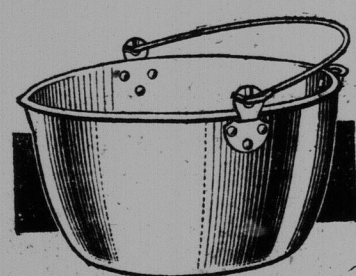
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# Saturday Sale of Remnants

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These have been all specially reduced to effect a speedy clearance and will be placed on sale Saturday morning.

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Geo. W. Morrell, Haymarket Sq.

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Quinn and Co., 415 Main Street.

C. H. Ritchie, 220 Main Street.

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H. G. Enslow, 1 Brussels street.

J. Stout, Fairville.

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