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These newspapers advocate:
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Honesty in public life
Measures for the material progress and moral advancement of our great Dominion.
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No deals!

"The Thistle, Shamrock, Rose entwine, The Maple Leaf forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., SEPT. 27, 1913.

ECONOMIC WASTE.

Man has made great progress in overcoming waste and utilizing by-products in mills and factories, but if the celebrated saying of John Stuart Mill is true, that "it is questionable if all the mechanical inventions yet made have lightened the day's toil of any human being" the achievements of the human mind have been thwarted by other sinister influences. There is much reason to regard Mill's observation as true. In a very emphatic way our chief blessings have failed to bless. Thorold Rogers, in his great book, "Six Centuries of Work and Wages," says: "It may well be the case, and there is every reason to fear that it is the case, that there is collected a population in our great towns which equals in amount the whole of those who lived in England and Wales six centuries ago; but whose condition is more destitute, whose homes are more squalid, whose means are more uncertain, whose prospects are more hopeless, than those of the peasant serfs of the Middle Ages or the meanest drudges of the mediaeval cities."

But marvellous things have been accomplished by invention and machinery. Products that formerly were wasted are now turned to use and profit. In the large abattoirs or slaughter houses, for example, that supply meat for the great cities, waste is completely eliminated. Every product of the animal is utilized. The purest portions of the blood are used for refining sugar; other parts of it are converted into solid manufactured articles, and parts are also used in sizing certain kinds of paper. The oleo-oil is separated from the more solid parts by pressure and becomes the butterine of commerce, when mixed with milk and churned. The bladder is prepared and sold to druggists, perfumers and others who put it to many uses. A part of the intestines supply the gold-beaters' skin, essential in the preparation of gold leaf, and useful also to the surgeon. The rennet used by the cheese-makers comes from the stomach of calves and pepsin from the stomach of pigs. The hair of the animal is always in demand for many purposes, and the horns are converted into many common and useful objects. In fact there are no waste products. Everything is utilized.

The success which has followed mechanical and inventive skill in this has been achieved in many other directions, until it would appear as if the command to gather up the fragments that nothing be lost may become a standing law of the commercial kingdom. But one is appalled to consider how the achievement of human skill has been thwarted by human injustice. An outlook upon society is like a visit to San Francisco after the earthquake had filled the streets with debris and shaken down houses, homes, and temples. In the highest departments of human endeavor we have been wasteful to excess. It is as if a man with great care fashioned vases and fine china so that the clerks in the china store might engage in a pitched battle with these ornaments. It would be much better for a community to lose a million dollars by fire than to lose it by a strike or lockout. England is at present threatened with a strike over her whole transportation system. Every great strike and industrial crisis pushes some men over the line of self-respect into vagrancy; and over the gate that marks the entrance to the long trail of the "hobo" is written: "Leave all hope behind, ye that enter here." If our industrial civilization cannot evolve some saner method of reconciling conflicting interests, it is a confession of moral bankruptcy.

The foundations of wealth are not in cattle, or in field, forest or mine, nor even in the careful use of the by-products of the factory, but in happy and intelligent men and women. We have the machinery today that may be used to create human welfare. Aristotle could only dream of the time when the forces of nature could be put to the service of man, and when the world could be recreated nearer to the heart's desire. Today steam, science and electricity will work like slaves to create wealth, and these forces may be used to create commonwealth and welfare. We have the machinery and the knowledge; the question is, will we put it to the social and spiritual service of mankind? "Gather up the fragments that nothing be lost," should be the standing law in all spheres of human activity.

A POOR EFFORT.

Junius in one of his letters, denied that he had called the Duke of Grafton a degenerate, in these words: "The character of the ancestors of some men has made it possible for them to be vicious in the extreme without being degenerate." The Montreal Standard, issued from the office of the Montreal Star—which journal stands in the relation of paternal father or ancestor to it—recently published a picture called "The Three (Dis) Graces." It represents Thaw the maniac, Johnson the white-slave trafficker and negro prize-fighter, and Mrs. Emmeline Pankhurst, the leader of the woman's movement in England, holding one another in close embrace.

This is the kind of thing that confuses and confounds all distinctions between good and evil. Most of the people who disagree with Mrs. Pankhurst are decent folk who will quickly condemn the sort of journalism that would associate her with the two brutes mentioned. Perhaps the publication of this picture is not proof that the Standard has become degenerate chiefly for the reason given by Junius. That sort of thing cannot do Mrs. Pankhurst, or her cause, any harm in the view of thoughtful people. And it is wretched newspaper work.

MUST WATCH THEM.

The more carefully the people consider the attitude of the Canadian Manufacturers' Association with regard to the tariff, the plainer it becomes that the consuming public must look sharply to their interests in the matter. The manufacturers were opposed to reciprocity, which would have had some effect in reducing the cost of living in Canada. They were successful in the fight against that measure. Now they are campaigning for a revision of the Canadian tariff upward. This is clearly their object. A revision of the iron and steel and woollen tariff means more than appears on the face. The Toronto Globe points out that "it is difficult to see how greater protection can be afforded the basic iron and steel industries without an increase of the protection now accorded to the secondary industries and to the related industries into which iron and steel largely enter." A revision of the iron and steel duties, doubtless, would involve a higher tariff on very many articles, while an increase in the woollen duties would also strike the consumer a hard blow. As the Globe puts it "woollen clothes are a prime necessity of life in this climate, and without iron and steel we might as well suspend our task of nation building." The manufacturers will bring every possible influence to bear upon the government for such a revision of the tariff as they desire. The government feels that it is under an obligation to the manufacturers, for the very substantial assistance given the Conservative candidates in the Federal elections. Any attempt, however, to increase the tariff in any direction will be sternly opposed by the Liberal party, which not only does not desire to see the burdens of the people increased but would diminish them by an increase in the British preference. It is well that the Manufacturers' Association has come out in the open, so that the people may have fair warning of what they may expect if they fail to impress their views upon Mr. Borden and his colleagues. It would be an extraordinary proceeding to increase the Canadian tariff at a time when the tariff of the United States is being so very substantially reduced.

MOTORING IN AFRICA.

It is not so very long ago that the announcement that it was proposed to construct a railway from the Cape to Cairo aroused the deepest interest all over the world. This railway was to pierce portions of the Dark Continent which had not been explored, and traverse deserts as well as jungles, opening up a territory which had been chiefly remarkable for stories of struggle between native tribes and white men, or of the slave trade, or of the barbaric cruelty of the people.

The Cape to Cairo Railway has ceased to be a novelty, and now we are told by the English press that a motor car expedition will follow the route of the railway most of the way, while in certain parts visits will be made to districts which, as yet, are little known to the white man. We are told that in these parts "trackless wastes, gloomy forests and fever haunted places, rushing torrents and rock strewn mullahs must be met and conquered." Stores of food, clothing and spare parts for the car have been sent to depots along the route, and the journey will, it is estimated, extend over a distance of at least 7,500 miles, and occupy about eleven months. Six men are going, and carrying with them an improved type of kinematograph camera, with which to secure a complete and living record of the trip.

How times have changed. The early African explorers took their lives in their hands and with their supplies on their backs tramped into the wilderness. If they were accompanied by natives, they were nevertheless compelled to endure great hardship, and were in constant danger not merely from disease and wild animals but from savage men. Today half-a-dozen gentlemen set out jauntily in a motor car, to journey through what but a very few years ago was a veritable terra incognita.

THE RIGHTS OF THE AVERAGE CITIZEN.

A Canadian judge, in imposing a heavy fine the other day upon a foolish and reckless motor car driver, improved the opportunity to make a few welcome if trite observations upon the rights of the average citizen. He pointed out that the pedestrian is more important than the automobile, or its owner, from the standpoint of traffic safety, and he reminded the public that it is more the business of a vehicle driver to exercise care to avoid pedestrians than it is of pedestrians to dodge automobiles or teams. Inherently, he made it clear, the citizen going about the streets or the roads is entitled to a safe journey, and it is the duty of those driving vehicles to make sure that they do not injure or menace him.

This homely doctrine needs publication and repetition in every Canadian community. In St. John, and throughout this province, motor car accidents of a serious character have been few up to date, partly because a majority of those driving motor cars have common sense and judgment, and partly because the recklessness of the few has been defeated in most cases by the agility or good luck of persons afoot. But as motor cars increase in number too many drivers appear to have nourished the notion that it is the business of pedestrians to race from pillar to post in order to give the car a clear right of way. This idea is an error so grave, an assumption so impertinent, that it should be checked early in the day, even if some citizen should be compelled to sacrifice time and money on behalf of his fellows to keep the record straight. Not only women, children and aged persons, but the ordinary citizen of full vigor, has a right to complete safety in the street, and reckless drivers of horses as well as those who turn corners in automobiles at reckless speed should be compelled to recognize the sane and sound rules of the road laid down by the judge to whom reference has been made.

In Toronto some days ago, a citizen who was dining in a restaurant at night disputed the bill which was presented to him at the end of the meal, asserting that there was an overcharge. The manager of the restaurant telephoned for the police, and the citizen was hustled away to a police station, imprisoned along with thieves and drunkards until the following morning, and then discharged in the police court because no one appeared against him.

This incident attracted some attention, and the court and several newspapers seized the occasion to remind everybody concerned that the police ought not to jump to the conclusion that the person who first invites police interference is necessarily right. It was said, moreover, in this connection, that a man accused, rightly or wrongly, of an offence such as that in question, ought not to be confined over night among the thieves and drunkards collected by the police dragnet. He had given an address in the city, and it would have been a simple matter to have verified this, and, if he were found to have told the truth, to have taken his name and address together with that of the restaurant keeper, and have summoned both to appear in the court in the morning. Or, if it had been found necessary to deprive the citizen of his liberty, the city authorities should be ready to provide him with clean lodging under decent conditions.

In too many instances there is a tendency to forget the sound British rule that a man's innocence must be assumed until his guilt has been established. There is no valid excuse for riding roughshod over the rights of the average citizen, and, on the other hand, no citizen should submit tamely to outrage or forego his right to demand redress after the event.

A correspondent favors us with a letter, published in another column this morning, on a somewhat familiar topic. He objects to the lectures sometimes delivered in our police court to drunkards and other unfortunates arraigned there for sentence, asserting that the magistrate is in court as an instrument of the law and not as an outraged individual. The point is one frequently taken, and there is something to be said in support of it. But to the mind of many observers of these matters the fault lies rather in another aspect of the case. In our so-called enlightened day it is at once ignorant and wasteful to submit habitual offenders again and again to the old process of the fine or imprisonment for offences which this treatment obviously has failed to correct. The community is at fault in failing to provide machinery whereby an habitual offender can be set to work under healthful conditions, preferably in the open air, and compelled to earn money for the support of those dependent upon him, or, if none be so dependent, in order that his earnings may be devoted, together with other revenue, to the clearing up of the otherwise waste products of our form of civilization.

Experience has surely shown that it is utterly useless to scold the habitual offender, and that it is useless also to fine him or to give him the ordinary short jail sentence. The offence, if it be that of the habitual prisoner, is not to be reached by any such means. When, by frequent reappearance in a police court, certain individuals have shown themselves to be without self-respect or self-control, it clearly becomes the duty of the state to set seriously about their treatment, both for the protection of society and for their own welfare. To fine, imprison, or scold these habituals is merely to remind a delinquent community of its failure to adopt an enlightened system, and if the scolding or the imprisonment are too often repeated the community becomes so accustomed to them that even the reminder is without force. Some communities are improving upon the old way. Is St. John to be the last to change?

THE POLICY OF SEDITION.

When Gladstone was feeling his way toward a solution of the Irish question, he said: "Subject to the supremacy of the Crown, the unity of the Empire, and all the authority necessary to the conservation of that unity, every grant to portions of the country of enlarged powers for the management of their own affairs, was not a source of danger but a means of averting it. As to the legislative union, I believe history and posterity will consign to disgrace the name and memory of every man, be he who he may, and on whichever side of the Channel he may dwell, that having the power to aid in an equitable settlement between Ireland and Great Britain, shall use that power not to aid, but to prevent or retard it."

The Carsonite movement, which has about captured the Unionist leaders, involves statesmen whose names at best would probably be writ in water, but before it is ended it may well fulfil Gladstone's prediction and rescue some of these men from a more or less innocent historical obscurity to a disgraceful preeminence. Mr. Gladstone anticipated for men of the Carson type not only the momentary notoriety but a sort of eternity of infamy. Mr. Law is going to speak on the platform with Sir Edward Carson, in the later autumn. He hopes something will turn up from disorder, and he will venture timorously for a while in the work of sowing sedition in the hope that later he may glean a few stray ears from this or that corner of the electoral field. He may change his mind before going the full length, for a sort of hasiness of purpose hangs about the Tory policy, as if the leaders were always in a state of nervous perplexity and indecision.

The Radicals can afford to watch the sowing of sedition by "the party of law and order," with reasonable calm. The failure to observe a proper and constitutional attitude to the Irish demand is probably one of the gravest errors of Tory statesmanship for many years. The English helots whis a few generations back were tilling their own land and roaming their own common and who are now serving the lords who dispossessed them, have little to lose from a policy that offers to anarchy its grand prize and dispenses with the realities of constitutional rule. The policy of terrorizing the general will, scattering its instruments of order, inciting officers to quit the service of the King, can be used today to gain a fleeting advantage for a special class, but it can be used tomorrow in the interests of the masses of the people. When the Syndicalists, the Suffragettes, and street revolutionists all become impatient with constitutional processes and appeal to physical force, they can quote as their great example this affiliation of the Unionist party with sedition. Sedition is an edged tool to play with, and the Unionists are liable soon to feel like the men in Hood's poem who let into the boat the dwarf that swelled into a giant:

"Lord, how they chided with themselves,
That they had let him in;
To see him grow so monstrous now,
That came so small and thin."

The history of Ireland for more than 500 years has been one of almost unbroken political storm. In one of his most eloquent speeches, twenty years ago, Mr. Gladstone anticipated that as a result of his efforts calm would come where before there was uproar, safety where there was danger, and strength where there was weakness for the whole Empire. He said: "The proposals of the Liberal party have produced already anticipations of love and good will, which are the first fruits of what is to come. It has already changed the whole tone and temper of the relations, I cannot say yet between the laws, but between the peoples and inhabitants of these two great islands. It has filled our hearts with hope and joy, and it promises to give us in lieu of the terrible disturbances of other times, with their increasing, intolerable burdens and insoluble problems, the promise of a brotherhood exhibiting harmony and strength at home, and a brotherhood which before the world shall, instead of being as it hitherto has been for the most part, a scandal, be a model and an example, and shall show that we whose political wisdom is for so many purposes recognised by the nations of Europe and America, have at length found the means of meeting this oldest and worst of all our difficulties, and of substituting for disorder, for misery, for contention, the actual arrival and yet riper promise of a reign of peace." According to the present outlook the malevolent activity of the foes of freedom is to triumph over the bright hopes and anticipations of the great statesmen. But the end is not yet.

THINK IT OVER.

The Conservative refusal to increase the British preference has placed that party in an uncommonly awkward position before the whole country. The chief stock in trade of the Conservatives is made up of high protection and patriotism for political purposes. Being professedly a party of strong Imperialist tendencies, our Conservative friends continually experience difficulty in explaining why they are opposed to a further reduction in the duties upon British imports to Canada.

The Standard tells its readers that the Grain Growers' Guide of Winnipeg is merely a mouthpiece of Sir Wilfrid Laurier, and that, therefore, its pronouncements upon the political issues of the day may be ignored. The Guide is the paper expressing the views of the Western Grain Growers' Association, and nobody will suppose that the grain growers are political minions of the Liberal chieftain. Fortunately there are some Conservative newspapers in this country which are not so partizan as to deny the facts. We quote here an Ottawa despatch outlining the attitude of the Conservative Ottawa Citizen, the chief government newspaper of the Dominion capital, which is wise enough to perceive and to acknowledge the benefits that would follow an increase in the British preference, and which is courageous enough to point out the awkward situation of the Canadian Manufacturers' Association in directly opposing that increase. The despatch follows:

Ottawa, Sept. 18—The Ottawa Citizen (Conservative) has a few candid words to say editorially to the government and to the Canadian Manufacturers' Association apropos of the request made by the Western Grain Growers to the Canadian Manufacturers' Association to support the movement for an increase of the British preference.

The Citizen, after noting "that there has been a great deal of talk about Imperial unity and loyalty to the common flag," suggests that the proposal of the Grain Growers offers "a very tangible and practical method of expressing the commendable sentiments referred to above."

The editorial concludes as follows: "An Empire with tariff barriers erected across its own territory and separating its own parts is certainly not even an approach to anything like an ideal. The Canadian Manufacturers have a splendid chance to make a definite propouncement this week. Atlantic ocean freight rates ought to be sufficient 'protection' from British manufacturers to Canada's 'infant' industries."

A discerning public will not experience much hesitation in choosing between the advice of an out-and-out organ like the Standard and that of the independent Ottawa Citizen, a steadfast Conservative journal which speaks from the broader standpoint of the public welfare. At a time when certain leading protectionists are talking about the necessity for more protection it is the widespread opinion of the great mass of Canadians that what we need in this country is a downward revision of the tariff, beginning with a stiff increase in the British preference. Is it not strange that the professedly "loyal" party is so set against increased trading with the Mother Country?

In this connection there has been going on in Montreal a discussion concerning ocean freight rates and their effect upon the trade of this country. The Montreal Telegraph brings out a point in relation to these matters in which St. John is much interested. It says:

"We have already shown that an inevitable result of the policy of high protection is that incoming freight is kept down, and that vessels, in the absence of such freight, cannot be expected to come to Canada in ballast simply to carry away Canadian products, such as grain and flour, at competitive rates. Sir Wilfrid Laurier and Mr. Fielding, by establishing the British Preference, did more to foster steamship trade to Canada than any other men have ever done. But the British Preference is still too small to permit of enough ships coming to Canada with full cargoes to carry away all the grain products which Canada has for export. In other words, the Canadian ocean freight trade is not of itself a paying one, and the present rates are a direct consequence of this.

"We have the proof of this in the position of Montreal in regard to tramp steamships. The port of Montreal is open to the traffic of the world. The steamship rates on grain and flour from this port are complained of as unduly high. Neither of these considerations, nor both of them, is sufficient to attract tramp steamships. The only inference to be drawn from this is that the freight rates of lines plying to this port would not yield a profit to a tramp steamship. The profit of the regular lines is largely made up from passenger traffic."

An increase in the British preference, followed within a reasonable time by free trade with Great Britain, would not only be of vast benefit to the general Canadian public, but would greatly stimulate almost every line of trade in Canada, and would be of particular benefit to the port of St. John, tending as it would to provide full cargoes both ways across the Atlantic for vessels taking advantage of our harbor facilities.

It is within the power of Parliament, upon the completion of the Grand Trunk Pacific, to limit the operation of the British preference to goods enterlug Canada through its own ports. If this policy were put in force, together with the increase in preference, no legitimate interest would suffer, and the gain of the whole country would be immense. It is unlikely that Canada will obtain these advantages until a Liberal government is again in power at Ottawa.

A LONG STRUGGLE CLOSING.

It is chiefly due to the impatience borne of a long exclusion from power that the Tory party is ready to appeal to mob-law as a means of forcing the hands of statesmen. It is officially announced that Mr. Bonar Law is to speak by the side of Sir Edward Carson in Ireland in the later Autumn. Mr. Balfour will wave a blessing to his militant associates, and many of the organs of Unionism, together with those high in authority in the party, would even drag in the King to play the part of George III and appeal to the people against parliament, in the hope of securing through them the type of political adviser he wants. The present government is to be forced into resignation. The King is advised to revive the veto which has been dead for generations, desert the ministers and ignore the majority that sustains them.

In other words the Unionist statesmen have apparently set their seal to revolutionary courses. Why do they do this? Is it because the Liberals will not compromise, or that the Irish Nationalists are insisting upon their pound of flesh? On the contrary they have attempted all manner of conciliation. Mr. Birrell has stated that the army would not be used in Ulster to enforce submission to the Home Rule Act. Protection will of course be given to all classes, and the need of this protection will likely follow the outpouring of the spirit at Belfast, but the government has no intention of setting the mark of blood upon the new act of government for Ireland. The government, as Mr. Asquith has said on more than one occasion, desires a final settlement of Irish rule by consent. But the Unionists do not desire a settlement by consent, they are hoping to obtain power by dissent. This is made clear by Lord Loreburn in his letter to the Times pleading for a conference on the Irish situation. It is a great delusion, he points out to those who think that peace would follow a Tory government in power as a result of a general election, "to suppose that our choice is between two paths, one leading to fury and bloodshed, the other leading to tranquility." Trouble may follow the granting of Home Rule, but the only alternative is coercion and a return to something very much worse than the days of the Phoenix Park tragedy. There is trouble and bad feeling in front whatever happens, and grave issues of government are at the gate.

There is no possibility of going back. The work of the last two years is in its essence irreversible. The whole problem of devolution is opening up before the British Commons. Ireland is to be granted local autonomy, but Scotland, Wales and England are almost certain to follow in the same course. An Imperial Parliament cannot forever be preoccupied with the doings of rapacious landlords in county Clare, a miners' strike at Cardiff, or a religious dispute in Scotland. Local affairs should not be allowed to absorb so large a part of the time of an Imperial legislature. It is beyond the capacity of men to attend wisely to so many varied and local issues, and at the same time give due place to issues of world moment. The burden, too, of bringing about this devolution in the case of Ireland has been heavy and continuous for two generations. Mr. Gladstone laboriously rolled the great stone up to the top of the hill only to have it toppled down to the bottom again by Mr. Parnell. This Sisyphean toil is about over, in spite of the efforts of Messrs. Carson and Law.

FREE WHEAT AND FOOD PRICES.

James Carruthers, one of the largest dealers in the Canadian wheat market, says there must be reciprocity in wheat. He points out that under the new American tariff this country may secure free entrance for its wheat into the United States' market if it will consent to remove the duty from American wheat. He says that soon the United States will consume all of its own wheat, while Canada is by no means near the limit of its production, and that, therefore, our great need is a wider free market. Mr. Carruthers says that free wheat may be brought about by the passing of an order-in-council, and he adds that it should be done, and the sooner the better. It is, of course, too much to expect that the removal of the duty would have any effect upon flour prices in Canada. While this country is a great grower of food products, the price of food goes steadily upward, and the increase in the cost of living has been greater in the last ten years than in any other country. This of itself should be sufficient to set our people to thinking seriously about fiscal legislation. It will be one great barrier in the way of upward revision of the tariff. The political party which attempts any upward revision affecting articles of necessity is doomed. Also, any party which long resists the popular demand for an increase in the British preference cannot possibly prosper.

NOTE AND COMMENT.

How cheap life is in Chicago is shown by the records of the coroner's office there, which has recorded the following numbers of "traffic deaths" and their causes during the last eight years:

By steam railroads	3,022
By automobiles and motor cycles	438
By street railways	1,495
By elevated railways	124
By other vehicles	502

And during all of these eight years Chicago has been talking about making its streets safe. Talk is even cheaper in Chicago than life.

* * *

It will be well if Mayor Frink succeeds in having a square and frank talk with President Chamberlin of the Grand Trunk Pacific, and it is a wise proceeding to have authorized His Worship to proceed to Montreal for that purpose. There is some reason to think, however, that Mr. Chamberlin has first to receive certain information from the Dominion government, and the Flemming government before he can tell Mayor Frink much of definite value. And this is to be feared—that owing to the time lost by both governments there will be difficulty in getting the Grand Trunk Pacific traffic into St. John on time, and in handling it after it comes. This is not at all a matter of politics, but a matter of business, and the fact remains that the two governments have wasted valuable time.

* * *

St. John can appreciate the wisdom of the following, from the Manitoba Free Press, and the need for saying it:

Remarks made by the city coroner of Manchester, England, at a recent inquest on the body of an old man knocked down and killed by a taxi-cab tend to show that the motor-driver who thinks he owns the streets can be found over the whole world. In the case in question the street was empty. The old man started to cross the street with his back to the taxi-cab. As the car approached him he got flurried and began to run. The car swerved to avoid him, but failed to do so. It was at the swerve, too late, that the driver put on his brake. The coroner remarked to the jury that there was a class of driver which seemed to think it had only to blow a horn and the people must get out of the way. The object of the horn, however, was to warn people. It was not the duty of the public to avoid taxi-cabs, but the duty of the taxi-cab drivers to avoid the public. This is a rule which motor drivers should be forced to recognize. The fast-flying motor approaching a crowded street crossing with the warning horn at top note is a much too frequent occurrence in Winnipeg.

* * *

Miss Neufeld, of Toronto Neighborhood House, spoke the other day before the Women's Press Club of Winnipeg, and had this to say about the church in its relation to social work:

"Ministers are not social workers. They think they are, but the idea of putting a minister in charge of some sorts of social work is ridiculous. It would be just as sensible to put a minister in charge of a hospital because he is a nice kind young man. The churches are always talking about what ought to be done, but they never do anything to improve matters. They are shut up from Sunday to Sunday and grow musty when they ought to be doing institutional work in their community."

The indictment is too harsh, and is delivered from too narrow a viewpoint. But this remains—that in these days of social amelioration that question of keeping the churches shut up except for a few hours each week is likely to keep on demanding a solution. So immense a plant might concrivably be put to greater use. The church is composed of individuals, and when the individual faces his full responsibility the church will be irresistible.

ALIENISTS TEST SCHMIDT'S SANITY

(Continued from page 3.)

"Several of his relatives committed suicide or attempted to kill themselves. There was one cousin, Otto Schmidt, who shot himself at Frankfort. I knew him very well. Then there was an uncle, they tell me—but I won't talk any more about that.

"Schmidt was one of the most brilliant students I ever knew. While he was at Mainz he sometimes acted as an assistant professor. The professors used to recommend him to other students as a tutor.

"He was such a kind man, such a good man, that I do not like to think about his crime. There is no doubt in my mind that he is insane."

On Saturday last Schmidt promised newspaper men who called upon him at the Tombs that if he felt physically fit he would consent to see them on Monday for the purpose of telling his story. When a note was sent up to him yesterday reminding him of his promise, Schmidt sent back this message:

"I appreciate your kindly offer, but I am not feeling well."

This was subsequent to the visit of his boyhood friend.

Faurot Sees Insurance Fraud.

Inspector Faurot said yesterday that he had received information that Schmidt and Ernest A. Muret, the fake dentist implicated in Schmidt's plan to make bogus money in the counterfeiting plant which he had fitted up in a flat, went to a physican and suggested that the doctor sign certificates for them in the case of deaths that they would report to him. The inspector wouldn't say which one of the pair had made the proposition. The inspector thinks, however, that the plan embraced a scheme to collect insurance money.

Deputy Police Commissioner Dougherty, who returned yesterday from his vacation, said that from what he could gather Schmidt and Muret apparently were planning to go into a wholesale murder scheme of some kind, probably that of women. The commissioner pointed out that Muret was familiar with the insurance business, having among his diversified occupations acted as an insurance broker.

Alphonse G. Koelble, Schmidt's attorney, has asked Assistant District Attorney James A. Delehanty to have the state employ two alienists on behalf of the defence to examine Schmidt. If Koelble does not interpose objections, it is said, Schmidt will be taken to the morgue, probably tomorrow, to look at the parts of the body of his victim, Anna Aumuller. The alienists may go to the morgue too to observe Schmidt's actions.

In discussing the case of Schmidt ex-Coroner Gustav Scholer, who volunteered his services as an alienist for the defence and who examined Schmidt on Sunday, said:

"You musn't lose sight of the fact that the quetsion is: Was the man insane at the time the crime was committed?"

ABE MARTIN

Ever'thing seems t' be fer some good, unless it's th' back seat on a motorcycle. Mrs. Tilford Moots says she'd rather be right than president o' a woman's club.