

The Herald

WEDNESDAY, AUGUST 25, 1920. SUBSCRIPTION—\$1.00 A YEAR. TO THE UNITED STATES \$1.50 PUBLISHED EVERY WEDNESDAY BY THE HERALD PUBLISHING COMPANY, LIMITED AT 81 QUEEN STREET CHARLOTTETOWN, P. E. ISLAND

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The N. P. and Prosperity

Figures just compiled show that during the year 1919 no fewer than 100 United States factories located in Canada bringing with them an investment of \$80,000,000. Thus is forcibly demonstrated the service which is performed for Canada, by the good old N. P. These American firms were compelled by the tariff to come to Canada. Without customs duties they could have remained on the other side of the line, shipping their goods into Canada free and employing American instead of Canadian workmen. As it is they are compelled to come to Canada to secure the Canadian market, with the result that employment is given to thousands of Canadian men and women, and a home market is built up for the farmer. It is this factor in the tariff that the Free Trader ignores. He cannot see, or refuses to see, that with the tariff abolished Canadian industrial development would be impeded, the flow of capital to the Dominion dammed, employment denied to thousands of Canadians and the home market, which is the most dependable market of all, all but destroyed. The National Policy benefits both workers and farmers. It benefits the former by creating a demand for labor, with consequent high wages; and it benefits the latter by creating a wider and more prosperous home market for foodstuffs and other products of the farm. This does not mean that there is need of a tariff wall. It simply means that customs duties ought to be imposed in such a way as (to quote the National Liberal and Conservative platform):

(A) to assist in providing adequate revenues. (B) to stabilize legitimate industries (C) to encourage the establishment of new industries essential to the economic development of the nation (D) to develop to the fullest extent our natural resources (E) to prevent the abuse of the tariff for the exploitation of the consumer, and (F) to safeguard the interests of the Canadian people in the existing world struggle for commercial and industrial supremacy.

The Liberal Platform

Continuing his wall of "Kameroad" to the Farmers, Mr. MacKenzie King protests that the Liberal and U. F. O. platforms are identical. May be so; but the trouble is that according to Mr. Fielding, Mr. King's ablest lieutenant, the Liberal platform was merely made to "get in upon" and must be accepted with interpretations and reservations. Nor is this merely the view of Mr. Fielding. It was the collective opinion of the entire Opposition in the Commons last session, when on the occasion of the budget, the Ottawa platform was abandoned and a milk-and-water, meaningless policy brought forward in its place. The truth is, Mr. King's party has no fixed policy at all. It is merely opportunist; one thing on the plains and something else in the east—all things to all men in its desire for the flesh-pots of office. "They have stolen our labels," said a famous Republican leader of the Democrats. That is what the Farmers think, and think rightly, of the platform of Mr. King.

A Tragic Likeness

A contemporary calls attention to the tragic and continuous likeness that students of history must recognize between the French revolution and the revolution in Russia. It is pointed out that there was in France as there has been in Russia, idealism and infamy and much that was exceedingly wicked and revolting; that, in both countries, multitudes had gone hungry and were crushed by cruel taxation. In Russia there was corrupt government and millions of people for whom life held only the prospect of drudgery and the ignominy of servitude.

In France, as in Russia, it is pointed out the people sought a wider freedom through folly and blood. Leaders appeared with whom intrigue became a science and murder a passion. In the name of the people they established "the terror." Many of the best and most chivalrous souls in France were fed to the guillotine. Successive groups of revolutionary leaders revealed the power to destroy but no capacity to rebuild. The coinage was debased and the credit of France ruined. The home and religion were assailed. All that men had held sacred was defamed. Decrees fixing short hours of labor, guaranteeing employment, regulating prices and markets and generally establishing a rigid State control over industry produced only confusion and mischief. It was found that men must still toil if they would not go hungry. The mad idealist discovered that they could not supply capital nor compel production. Without confidence, security for investments and the free play of energy and enterprise there was nothing on which men could build, and, therefore, they could not build at all. A thousand dreams were shattered and the old order strengthened by the wild projects and impossible panaceas of the self-constituted and crime-crusted saviours of the nation.

Under the Czar there was despotism in Russia. There is even a more selfish and brutal despotism under the bullies of the Soviet. There is plenty and cheerful living for Lenin and his associates. For the masses there is poverty, suffering and an iron system of industrial slavery. In field and factory there has been a tragic decrease in production. The whole system of transportation has been demoralized. Men and women of education and culture have been slaughtered, banished, or reduced to utter misery and degradation. Independence is a crime and freedom a lying phrase on the lips of plunderers. And the area of murder and pillage is far wider than France ever knew under the revolution which transformed Burke from a Liberal into a Tory reactionary.

As in France, so in Russia, the revolutionary leaders are strengthened by the hostility of other nations. The folly of Poland has put all Europe in peril. There is too much reason to think that France has been behind the Poles in their rash and disastrous adventure. French investments in Russia are very heavy, and the chief object of French ministers is to establish a Government in Russia which will protect the country's foreign creditors. To this end there is a manifest attempt to force Great Britain into war with the Soviet. But in degree as other nations threaten the Soviet leaders find a response to their appeal to Russian patriotism. If we will think for a moment of the amazing endurance and remarkable achievements of the Russian armies in the first tremendous weeks of the struggle with the Central Empire we will realize that there is a Russian tradition and a Russian spirit, and that whatever may be the country's future there will always be a response to any Government's

To End All Wars

A way to end all wars has been discovered, not by the statesmen of Europe, who labored to frame the League of Nations, but by the well-intentioned though often impracticable peace societies, but by the Executive of the Federated Seamen's Union of Australia. Maybe there are some ignorant folk who have never heard of the Federated Seamen of Australia. A cable despatch has brought them fame overnight. The war drums shall beat no longer. In future the lion shall lie down with the lamb and the Hun and the Bolshevik with the Federated Seamen of Australia. The plan is novel, extremely silly, and dressed in grandiloquent terms. Briefly stated, the great discovery is that whenever war is declared there will be a general strike of seamen all over the world. Such a plan has several radical objections. In the first place, there is no assurance of complete and world-wide unanimity of sentiment among the seamen of the world. The splendid record of British seamen in the Great War rather discounts the supposition of a general strike. Moreover, the scheme would cripple maritime nations and leave military peoples triumphant. What would have happened in 1914 if such a rule had been in force? A world strike of seamen would not have prevented the war, but it would have enabled Germany to sweep over Europe and through Asia and Africa until she realized her dream of world domination. But the most glaring objection to the scheme is that it overlooks the fact that among no class of the community is patriotic sentiment deeper than among sailors. The Nelson spirit cannot breathe in an atmosphere of disloyalty and cowardice.—Montreal Star.

Local and Other Items

Viscount Jellicoe left England on August 19th for New Zealand to assume his duties as Governor-General.

The Government of Victoria, Australia, has been defeated in the House of Assembly by a vote on the Public Service Bill. Three men were instantly killed at Verney aviation field, Renwood, Calif., late last Sunday night, when their airplane crashed to the ground from a height of 300 feet. Premier Lloyd George left London on the morning of the 18th for Lucerne, Switzerland, for a vacation, which was postponed from the previous week owing to the Russo-Polish crisis.

The Prince of Wales having concluded his visit to Australia, sailed aboard the cruiser Renown on August 20 for Samoa, enroute to England by way of the Panama canal. If figures mean anything, aerial flying is much safer than automobile driving. According to statistics issued in England the first year of civil flying saw a record of 38,954 flights in which 70,000 passengers were carried. There was only one fatal accident.

James Martin, aged 33, chauffeur, was electrocuted at Saskatoon. He ran an extension cord from a bedroom light through a window, and was searching for a key in the wet grass. Apparently he received the fatal shock through the wire cage which surrounded the bulb. Twelve million children in Europe lost one or both parents during the war, it is shown by compilations gathered by representatives of the American Red Cross in 18 countries. Russia leads with four million, and France has one million. Albania is last on the list with 17,000.

New Indian Chief

Gleichen, Alta., Aug. 19.—With flourish of tom-tom and the "Chitke" of enthusiastic braves, the Right Hon. Viscount Burnham and his wife were invested with the dignity of chiefship of the Blackfoot tribe of Indians this morning, and added to the list of titles those of Nah-To-Sah-Pi and Ni-Na-Ki, respectively. Lord Burnham is now Chief Old Sun of the Blackfeet, and Lady Burnham is appropriately "Chief-Lady," for that is the literal translation of the titles bestowed upon them. They have added to their wardrobes two striking suits of leather and feathers. Lord Burnham, along with his conferees, numbering over a hundred, witnessed a stampede this morning in Gleichen, where a splendid exhibition of cattle roping and broncho-busting was staged for the benefit of the newspapermen under the auspices of the Southern Alberta Committee of the Imperial Press Conference. A touch of the picturesque past of the western plains has been injected into Western Canada's welcome to the newspapermen of the Empire. They have met the dignified greeting of Chief Yellowhorse, successor to the first Chief Old Sun of twenty years ago, and they have witnessed the prowess of Vincent Yellow Old Woman, an Indian scout in the real sense of the word, who roped an Indian murderer just a few years ago while the outlaw was brandishing the six-shooter with which he had killed a mounted policeman. Due note was taken by the delegates from ancient and sober lands of the dignity of Chief Sixty-Six, the Only Owl, who journeyed to the station with his relatives to welcome his fellow-Britishers. His title is still a source of wonder to the delegates who take things literally.

Big Forest Fires

Kamloops, B. C., Aug. 19.—A relief train bringing injured and refugees from the great forest fire area along the north of the Thompson River has arrived here. The fire is supposed to have started on August 1, from lightning, and fanned into a great flame by the wind early this week. The first news of the seriousness of the situation came when an east-bound freight train on the Canadian National Railway, in charge of Engineer Peterson and Conductor Shaw, ran into a sea of flame about ten miles from Avola station. They rescued several men and a number of horses, and beat a hasty retreat down the railway line. The train remained on McMurphy siding until daylight, when the locomotive was sent forward again. V. D. Curry, of Kamloops, and another man were found badly burned. Curry may not recover. Ten other persons saved their lives only by wading into the Thompson River up to their necks and waiting until the flames and heat subsided. Dr. M. G. Arelbald and seven nurses were sent out in relief train from Kamloops Wednesday morning. At the same time a special train was sent from Blue River station to rescue people on the north side of the fire. Among those rescued were Mr. and Mrs. Robarge and their little son. They had a nerve-racking experience. Several ranches in the path of the fire were completely wiped out. Fennell's sawmill was burned at Mile 34, where the loss, including piles of cut lumber and poles, will be \$100,000. A dozen horses owned by the Northern Construction Company were killed. Five miles of telegraph line along the railway were obliterated. So intense was the heat that the rails were warped. Two bridges across the Cedar and Otter Creeks were burned out, but these have been replaced with temporary structures and traffic resumed. Two cars standing on the siding at McMurphy were destroyed.

Boat Is Overloaded

Brookville, August 22.—Upon the arrival of the steamer Britanic at Kingston from Brookville it was discovered that the craft was carrying over the allotted number of passengers, and about a hundred citizens of Ganouque who had boarded the boat at that point for the Limestone city were compelled to return home by rail at the expense of the Corn wall and Montreal Transportation Company, owners of the steamer. Minard's Liniment relieves Discomfort.

Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, 1st of October, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week each way, over Fredericton Station Rural Mail Route No. 2, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Fredericton Station, and at the office of the Post Office Inspector. JOHN F. WHEAR, Post Office Inspector's Office, Ch'town, Aug. 19, 1920. August 25, 1920—3i

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