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Imported and Local Potatoes

(To the Editor)

Perhaps in no way is that characteristic predilection against local production so apparent, and ridiculously so, as in the case of the home raised potato. That unfortunate inclination on the part of a great number of City folks to favour the imported article for no better reason than that it is of foreign production, is having a disastrous effect upon more industries than one, but this is particularly true in the case of local farm produce.

The farmers of this country are a class of people with no protection or encouragement whatever. If after a summer's hard toil he is successful in raising a good potato crop he finds himself up against the P. E. I. article on the market in the Fall and a crazy desire on the part of his countrymen in the City to purchase the foreign potato because it was raised in Prince Edward Island. The writer has asked several of those patrons of the imported stuff why they favour it in preference to the home-raised potato and has invariably found that no logical reason could be adduced for this unfair discrimination against the native product. To-day, potatoes recently imported by some of our commissioned merchant are selling at \$3.80 to \$4.00 per barrel, while the local potato is on the market at from \$2.00 to \$2.20 per barrel. How any sane residents of this City can be persuaded to pay the difference for some of the stuff which the P. E. I. people dump in here passes our comprehension.

The farmers along the South Shore of Conception Bay, who have an excellent crop of good mealy sound potatoes again this year, would not suffer these wild-natured, soapy tubers on his table. Yet this is the way that home industry is fostered and encouraged. We are told that Newfoundland cannot raise sufficient potatoes to supply her market. This may be true at present, but it is only too well that if he sows a large crop of potatoes they will likely rot in his cellar, as has been too often the case in the past.

What about the commission merchant in this case? Is it because he can trade upon the unfair prejudice of our people against the native product and thus rake in a bigger profit off the P. E. I. potato by charging bigger prices? If so, he displays a very bad spirit of reciprocity towards the natives who purchase his goods and thus make it possible for him to continue in business. How, may I ask, is the farming class of this country expected to pay the present cost of living unless his products receives the reception it merits at the hands of the commission merchant and others who deal in his produce in this city. I wonder if their particular brand of patriotism makes the case of the well-to-do Canadian farmer appeal to them in preference to the unfortunate price-budened toilers of Newfoundland.

Mr. Editor, with your permission, I will return to this matter again.
Yours sincerely,
St. John's, Nov. 11. R. H.

Plot to Blow Up Subway Station

NEW YORK, Nov. 5.—Michael J. Herlihy, financial secretary of the local carmen's union, and four other men, were arrested to-day charged with acting in concert in bringing dynamite into this city and with conspiring to blow up the Lenox Avenue subway station at 110th street on October 24. One of the men is said to have confessed.

Herlihy is 31 years old. The other men accused are George Pollok, a former elevated railway guard; Lawrence Kulle and James A. Murra, former subway guards, and Thomas J. McGuire, a chauffeur, who lives in Caldwell, N. J.

The dynamite explosion on October 24, injured four persons.

A bomb was placed under one end of the subway platform, and it went off just two minutes after a train carrying passengers left the station.

A milkman on the street told the police he saw five men run out of the station and disappear in central Park shortly before the explosion occurred.

Detectives announced after making the arrests that evidence obtained indicated that attempts were to have been made at 59th street and Broadway this morning and the city hall station at a later time.

According to the alleged confession 48 sticks of dynamite were detonated in the 110th street explosion.

One Of The Luxuries.
"My daughter," said the father, "has been accustomed to all the luxuries of wealth."
"Yes," replied the Count bristling up. "Zat is what I am."



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The Aircraft Industry After The War.

With an inkling of the remarkable advance made in aviation since 1914, no one would doubt that the building of aircraft is going to be a great new industry after the war. It took George Stephenson a long time to convince people that there was anything in the steam railway. Most newspaper readers can remember the time when motor cars were a novelty; and what a furor it caused when King Edward ventured to take a ride, and then actually ordered a motor car!

The aeroplane has opened up a field of possibilities far beyond the realms of the automobile. The car is confined to the highway, the boat to the waterway. The aircraft can make use of both, but it is not limited to either. The aeroplane has already exceeded any other medium of transportation in speed. It has neither curve nor grade to contend with, but is free to travel even more direct than the arrow or the shell. What is more, though aviation is just in its infancy, experienced airmen claim that it is as safe as motoring.

The British Trade Review recently contained an article by C. G. Grey, editor of "The Aeroplane," on the future of the aircraft industry. "Already we know how to make uncapable aeroplanes," he says, discussing the coming of the "family bus" seating four or five people, in which a well-to-do man and his family or friends can make a cross country trip. From the publicly known performances of machines existing to-day, the editor of "The Aeroplanes" is easily within moderate bounds when discussing the possibility of a family touring aeroplane. He says:

The censorship has permitted it to become known that a British aeroplane has carried 21 (twenty-one) people, including the pilot, to a height of 7,000 feet. Aeroplanes capable of travelling at well over 100 miles an hour are common. An aeroplane (a German) flew without a stop for 24 hours and 10 minutes before the war, and flights of between 12 and 18 hours in duration were by no means out of the ordinary. From which one may deduce that at 100 miles an hour for 12 hours at a stretch will be a standard production within the next few years. It is possible now to fly for sport on a little machine with an engine of only 20 horsepower or so. Numbers of the young men who have seen the work of the aviators at the front will turn to the sport of flying with a glorified motor cycle engine; a man's game after the war.

When there is time and labor and material to spare for experiments, what will prevent the development of 1,000 horse-power, or even 5,000 horse-power aircraft engines? When it is made possible for a busy man to travel from Ottawa to Winnipeg overnight by aeroplane, and perhaps with greater comfort than an overnight journey in train or boat, who would hesitate to entrust himself to the vigilance of an aeroplane pilot, just as readily as to the locomotive engine driver, or the master mariner?

One day from Ottawa to Vancouver, instead of five, will help to make Canada something more than a transcontinental railway track. The aeroplane should be the solvent for wasteful distances like the tract round the north shore of Lake Superior. The organizing of an aeroplane mail service might properly be occupying some of the attention of the Dominion postmaster-general even now. The text postmaster-general must almost surely be responsible for an aerial mail department. British trading interests are preparing to consider "the colonies" as one of the likely markets for the profitable disposal of aeroplanes, when British industry is again free to turn to private industrial enterprises.

To Mobilize German Labor Power

AMSTERDAM, Nov. 14.—The "Cologne Gazette" says it cannot further be doubted that the necessity becomes more and more evident to mobilize the labor power of the German people in the interest of the war. Coercion regarding male labor is certain the newspaper adds, but female labor would be voluntary.

The Lokal Anzeiger says, that after the settlement of the question of labor the discussion of war arms will be permitted with restriction, prohibiting party and class strife and attacks on neutrals.

Germany To Press Norway

LONDON, Nov. 13.—Political circles in Berlin are pessimistic regarding relations with Norway, according to the Exchange Telegraph despatch from Amsterdam. It is expected that the Norwegian Note in reply to Germany's Note on the submarine issue was unsatisfactory, and it is believed that Germany will make another attempt to press upon Norway the consequence of insisting upon the present policy which is unfavorable to German submarines.

British Air-Planes Drop Bombs on Ostend

LONDON, Nov. 14.—A squadron of British naval air-planes yesterday dropped a large number of bombs on German naval works and harbor at Ostend, and on vessels there, according to a British official statement issued to-night.

Protest From Cardinal Mercier

LONDON, Nov. 13.—Cardinal Mercier, Primate of Belgium, has issued a protest to the civilized world, against deportation of Belgians to Germany for forced labor. The protest is dated Nov. 7th, and is signed by Cardinal Mercier on behalf of all Belgian Bishops except the Bishop of Bruges, with whom he was unable to get in touch.

Extraordinary Sitting To Be Convened

AMSTERDAM, Nov. 13.—The Telegraph quotes a German paper to the effect that an extraordinary sitting of the Reichstag is to be convened, supposedly to pass a bill calling up fit civilians for service in the interest of the Fatherland. The paper says it is not intended to extend the age limit for military service.

Wait.
"Woman is a little slow to get acquainted with the auto, apparently."
"What makes you say that?"
"I have never seen one repairing her car with a hatpin yet."

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