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**Recognition For
The Premier**

Most Canadians, whatever their political or religious creed may be, recognize that Canada has managed her war affairs in a manner that compares very favorably with the management of any other country. We have made mistakes and there have been some bungles, but these have been fewer than in some of the other countries fighting with us. And in proportion to our size and population, we have acquitted ourselves creditably.

In the nature of things, it will not be until history is written that Canadians will appreciate how much of the credit for Canada's successful war administration is due to the man who has been at the head of our affairs during the war. The worth of what a public man does is seldom fully recognized while he is doing it. Added to this in the case of Sir Robert Borden is the quiet dignity with which he proceeds about the affairs of his office, precluding the possibility of popular acclaim.

It is a fine thing however, to see evidence presenting itself throughout the country that Canada is realizing in a measure the great qualities of the man who has supreme responsibility for the conduct of her affairs. It does credit to the intelligence of the people. And it will strengthen the hand of the Premier in the difficult work of government. A little more public acknowledgment such as that which has been accorded him recently will have beneficial reaction against the never ending chatter of criticism by which all governments are obstructed.

The growing feeling toward Sir Robert Borden is splendidly indicated editorially by the Edmonton Journal. Prompted by remarks made recently in Toronto by Mr. H. M. Mowat, M. P., it says:

Evidence is coming from all parts of the country of the strong feeling of loyalty towards Sir Robert Borden with which former Liberals, elected as supporters of the Union Government, were inspired during the recent session.

Mr. Mowat had stated that in Ottawa during the session he had formed two leading impressions. The first was that at a time like the present only United Government was suitable for Canada, and the second that the destiny of Canada was safe in the hands of the present Prime Minister. While some of the old line Ontario Conservative members were complaining about alleged arbitrary leadership, Mr. Mowat found that "the increased power of the leader of the Government, his fairness, his honesty, his integrity and industry, his grasp of public affairs and his good natured and considerate treatment of friend and foe alike had raised him to a plane never exceeded by any Prime Minister of Canada."

It is only by sheer ability as a statesman and a leader that Sir Robert Borden has achieved that plane. As the Edmonton Journal points out, the qualities of which Mr. Mowat speaks do not indicate themselves readily under casual observation and in consequence many people have wrong ideas concerning him. To understand his qualifications for his position at this critical time it is necessary

to follow his work closely. Continuing, the Journal says:

Sir Robert has no Showman's tricks, and under the old political order in this country this was a weakness in a leader. In the days before he came into office there were many in his party who thought that on this account he should give way to someone else. Very fortunately, their counsel did not prevail.

Sir Robert is, above all things, a sincere man, and this—joined to his ability to grasp clearly, no only the complicated details of the country's business but also, the broad principles that are at work has made him decidedly the right man in the right place when our public affairs have to be taken so seriously and when honesty, patriotism and intellectual vigor are so much required in those in charge.—Ottawa Journal Press.

Farms And Farming

In France recently figures showed that there are now 475,000 women at work in munition factories at \$2.00 per day plus 50c. from the Government with 25c. additional for each child, if the head of the house is in the Army. Thrift is so strong a principle with French women that French banks are carrying larger deposits than ever before, despite the fact that \$18,000,000 towards the finances of the war came from popular subscription.

More than 1,000,000 Frenchmen have been killed in war and 1,500,000 are physically unfitted by their injuries to carry on their farm work. The women are managing the farms and doing most of the farm work. In battle zones, such as the Champagne district, women did not forsake their work in the fields even when German shells were bursting around them. When the cannonading was heavy they lay flat on the ground and as soon as there was a lull they would be up attending to their grape-vines. The wives of French farmers have always helped their husbands in the fields. They now do double duty, rising earlier and working later. Horses were conscripted for the army and French women have taken their place to draw the plows and harrows. Food production in France despite the efforts of women, children, old men and cripples has dropped to one-third.

Reports from the United States wheat belt are encouraging. This year's crop is estimated to be 50 p. c. larger than last year. The greatest acreage ever sown to wheat is officially reported and by the June estimates the crop will reach 950,000,000 bushels as compared with the record crop of 1,025,000,000 bushels in 1915. The total wheat area to be harvested this year is 58,881,000 acres, an increase of 12,000,000 over the preceding year, compared to the average for the five-year period preceding the war of 48,953,000. The other grains also show a big increase. Despite the big harvest, the Food Administration of the United States is urging conservation to the greatest possible degree as every bushel will be needed to save allied Europe from famine.

Hundreds of thousands of volunteer workers will be needed to save the crop of the United States and they are coming forward from every walk of life. At a recent convention of bankers, a question was asked, "How many of you grew up on a farm." The count showed 90 p. c. Everyone present agreed to leave his bank and work on the farm for periods from ten days to two weeks.

War Time Bread

That Canada is at war will be brought home to every man, woman and child this month when all bread made from standard wheat flour must be labeled "Victory Bread" and mixed with a percentage of substitutes for wheat flour. This is the effect of a recent Order issued by the Canada Food Board in a vigorous effort to save the existing wheat supplies so as to make them last until the wheat of the coming harvest reaches the flour mills and the new flour is distributed for consumption. The new Order defines substitutes for wheat as corn, oats, barley, rice, rye, buckwheat, potato flour, bran shorts, oatmeal, rolled oats, corn meal, corn starch, hominy, corn grits, rice meal and potato meal.

On and after July 1st one pound of wheat substitute must be used by all bakers, confectioners and public eating-places with every nine pounds of standard wheat flour in making any bakers' products, and the same rule shall apply to every person in Canada who bakes bread, rolls or pastry for private consumption. On and after July 15th in all Canada east of Port Arthur the proportion is to be increased to one pound with every two pounds of flour. In Port Arthur and the West this increase is still in abeyance, preceding the report on the ties of substitutes available.

It is provided in this Order that on and after July 15th no licensed dealer shall sell for private consumption east of, but not including Port Arthur, white flour to any person who does not purchase from him substitutes in the proportion of not less than one pound to two pounds of standard flour. West of Port Arthur the proportion is kept at one pound substitute to four pounds wheat flour. The brand "Victory Bread" is to be affixed to every loaf as a guarantee that the prescribed amounts of substitutes for standard wheat flour are being included therein. Bread not bearing this label may be seized and any person violating the regulation is liable on conviction to a penalty not exceeding \$1000 and not less than \$100, or imprisonment for a period not exceeding three months or both fine and imprisonment. Fines are to be paid to the municipality if the municipal officer secures the conviction, or to the Provincial Officer, where a Provincial Officer secures the conviction.

Venice Is Safe

Aside from the great military value of the Italian success, to Italy and to all the world there is an added cause for rejoicing in the knowledge that the thrusting back of the Austrian invaders has saved Venice, the most beautiful city in the world, from the ruthless savagery of the Hun vandals.

The beauty of Venice has evoked many of the most thrilling tributes in literature. A writer in Blackwood's Magazine referred to the queen of European cities as "The city of St. Mark miraculous, a thing for giants to wonder at and fairies to copy if they could."

Walter Savage Landor hails Venice in male mood: "The ruler of the Adriatic who never was infant or stripling, whom God took by the hand and taught to walk by himself the first hour."

From Elizabeth Barrett Browning's Letters we catch the stirrings of a poet-heart in response to the magic charm of the Water City: "I have been between heaven and earth since our arrival in Venice. The heaven of it is ineffable—never had I touched the skirts of so celestial a place. The beauty of the architecture, the silver trails of water up between all that gorgeous color and carving, the enchanting silence; the music, the gondolas—I mix it all up together and maintain that nothing is like it, nothing equal to it, not a second Venice in all the world."

"Well might it seem," wrote Ruskin, "that such a city had owed its existence rather to a rod of the enchanter than fear of the fugitive; that the water which encircled her had been chosen for the mirror of her state, rather than the shelter of her nakedness; and that all which in nature was wild and merciless—Time and Decay; as well as the waves and tempests, had been won to adorn her instead of to destroy her, and might well appear which seemed to have fixed for its throne the sands of the hour-glass as well as of the sea."

Byron and Longfellow paid tribute to the beauty and charm of Venice. Longfellow's tribute is perhaps less generally known than that of Byron but its worth can be gauged from his description of that city as "White swan of cities, slumbering in thy nest so wonderfully built among the reeds."

Byron's verses on Venice are familiar to practically every schoolboy and his lines are probably the most expressive of all. Who can forget—

"I stood in Venice, on the Bridge of Sighs,
A palace and a prison on each hand;
I saw from out the wave her structure rise,
As from the stroke of the enchanter's wand:
A thousand years their cloudy wings expand
Around me, and a dying Glory smiles
O'er the far times, when many a subject land
Looked to the winged Lion's marble piles
Where Venice sat in state,
Thronged on her hundred isles."
—St. John Standard.

After The War

Problems of reconstruction must be arranged in an atmosphere of brotherhood and friendliness. . . . Before the war I fought hard to get fair play for the people from whom I had sprung, and what I got was by fighting. I am going to try another way this time.—Premier Lloyd George.

The war has been a great levener of class distinctions in Great Britain. Before the war these distinctions were sharply drawn. And not merely through the upper and wealthy classes holding aloof from the working and poorer classes. The lower classes were quite as instrumental in maintaining the separation. In fact, there was little desire anywhere for an entente for mutual benefit. The upper classes felt they must strive to maintain their prerogative and position, while the lower classes took the attitude that the only way they could obtain their rights was that of fighting for them. It was often a desire for victory in their contest more than for the fruits of victory that inspired them. They really resented benefits accorded them by the state in a manner savouring of paternalism.

But the war established an entente to a common interest that had to be defended. All classes had, of necessity, to get together and to fight and work together, and in the struggle they have suffered common bereavement, misery and hardship. The burden has been the same for one class as for the other. All have had only one cause, the cause of

Progress of the War

London, June 26.—The latest despatches at hand present little for comment. They tell us definitely that the Austro-Hungarian army has effected its retirement successfully with little further loss in wounded and stragglers. Apparently about five per cent. or a little less, of the forces which crossed the Piave were taken prisoners. This is a small proportion. On the other hand we now know that the enemy's losses in dead and wounded are exceptionally high. The estimate of 180,000 is probably too great. Much the greater part of such a loss falls on the infantry and no more than two and a half times that number of infantry were engaged. No army could lose close on to half its men actually engaged in five days, and survive.

Paris, June 27.—Several squadrons of enemy aircraft penetrated the defences of the Paris district last night. Anti-aircraft batteries violently shelled them. Several bombs were dropped and material damage was done. There were few victims. The alarm was sounded at 10.39 p. m. and the "All clear" signal at 12.05 a. m. An official communication on aerial operations tonight says: "Seven German machines were brought down by our airmen on June 26 and two others were driven down out of control. Two of our airships are missing. With the improvement of the weather more photographic and observation work was accomplished than had been possible for some time. Our bombing machines dropped fourteen and a half tons of explosives on enemy railway stations, dumps, transports and billets and on the Bruges docks. "On the night of June 26-27 bombing operations continued and sixteen tons of bombs were dropped by our night flying machines on various targets, without loss."

War Time Bread

London, June 28.—A successful advance of nearly a mile was made today by the British troops between Belleau and La Basse according to Reuter's British headquarters' correspondent. The correspondent says the captured ground lies at the most debatable point on the British front just west of the Bois D'Aval, which forms the northeast angle of the Nieppe Forest. "The offensive was at a point where the enemy thrust was hardest in the Flanders battle in an effort to capture the forest which would have opened the way to Hazebrouck, the capture of which would have entailed our retirement from Ypres" says the correspondent. "The attack was launched at six o'clock this morning on a front of 6,000 yards from Vieux Bequin to Pont Tournai, its objective being the line of the small stream called the Plate Beoque, 1,500 yards away. The objectives were completely attained and give us valuable ground for further attacks. "Some 300 prisoners and six machine guns were captured."

Paris, June 28.—Southwest of Soissons French troops in an attack over a front of four and a half miles from the south of Amblemy to the east of Mont Gobert today captured German positions and at some points advanced their line to a depth of a mile and a quarter, says the French official communication this evening. Prisoners to the number of 1,080 thus far have been counted. The communication follows: South of the Aisne we attacked this morning from the south of Amblemy to the east of Mont Gobert in order to acquire armed places on a seven kilometre front. We entered German works, took the fosses above Laversine and the heights northwest of Cutry and advanced our lines near the west of St. Pierre Aigle and also on the hill south of this objective. "Our advance reached at some places a depth of two kilometres. We have taken until now 1,000 prisoners."

The British troops in Flanders and the French forces further south apparently have anticipated the proposed German drive toward the English channel ports or Paris and struck first. Although slight details of the manoeuvres thus far have been revealed, the Allied troops caught the enemy unawares on salient points, and driving swiftly forward, took terrain which would have been of considerable value as the starting points of enemy attacks. In addition a comparatively large number of prisoners and machine guns were left in the hands of the Allied troops.

The attack of the British was delayed about midway between Hazebrouck and Bethune on a front of nearly three and a half miles over territory which the Germans recently have occupied.

A Rome dispatch dated June 30th reports that the Italian troops supported by Allied forces captured Monte Di Vai Bella from the Austrians on Saturday after a bitter struggle, the War Office announces. More than 800 Austro-Hungarians were taken prisoner. Strong counter attacks throughout the day and night were repulsed by the Italian infantry, artillery and airplane fire.

London, July 2.—The hospital ship "Llandovery Castle," chartered by the Canadian Government and in service of carrying sick and wounded, was torpedoed several miles off the coast of Ireland on the night of June 27, by a German submarine. The ship was then on the way to England. She had on board 258 persons, including 80 men of the Canadian Army Medical Corps, and 14 female nurses. One of the boats of the hospital ship, containing 12 nursing sisters, was seen to capsize, according to latest information the sisters were drowned. Up to the latest reports, only twenty-four of those on board, including the Captain, have survived the treacherous attack which came without warning. All the lights were burning when the "Llandovery Castle" was torpedoed. These included a huge electric cross over the bridge and strings of white and green lights on either side. The red crosses on the sides of the vessel, also, were illuminated by electric lights.

**The Morals of
Our Soldiers**

There has been more than a little discussion in Canada as to the moral status of the Canadian army at the battlefield. Charges and counter charges have appeared in newspapers and have been uttered from the platform and pulpit. It has been said that the soldiers are drunken, and that they are not; that they are immoral, and that the average of morality among them is higher than among an equal number of civilians. We, at home, are in no position to learn for ourselves whether these charges are true or false; all we can do is to take the word of someone qualified by experience at the front to speak with authority on a question that has already received much publicity.

In the June number of the Canadian Magazine, Dr. J. D. Logan, late sergeant of Canadian infantry in France, has an interesting article on this question in which he takes the same ground that has been taken by army chaplains and other officers who have returned from the front, to the effect that, man for man, the Canadian soldiers in France and Flanders will compare favorably with Canadian civilians for sobriety and moral conduct.

As the result of his experience and careful observation under all sorts of conditions Dr. Logan draws three interesting conclusions. They are, first, that the Canadian army at the front is essentially a sober and continent army; second, that, in general, the moral health of our soldiers in the field is as excellent as their admirable and enviable physical health, and, third, that if any Canadian has a son who is "sowing his wild oats and refuses to be straightened up" by parental advice and warning and home influences, such a father will find in the army the very best of reformatory schools.

The health of the Canadian army is excellent, a condition that could not obtain if the men were given to drunkenness or immorality. Our soldiers display unshaken courage and nerve under all circumstances, another evidence that they have not permitted dissipation to ruin their systems. Also the conduct of Canadian soldiers in hospitals, the manner in which the wounded men put up a winning fight in the way of will power and psychological resistance against injuries that ordinarily would prove fatal, affords an unmistakable proof of clean living.

Dr. Logan also says that in most cases the men cannot get strong liquor in French establishments or in the "wet canteens"; their liquid refreshment is confined to light beer, thin champagne and a white wine, all of which are practically harmless in their character. Military and police regulations limit the hours in which liquors can be sold in the cafes or inns found near soldiers' billets and other such circumstances, it is practically an impossibility for soldiers to suffer from the effects of liquor even if they desired to drink to excess.

Dealing with the morality of the Canadian soldiers Dr. Logan says:

"In the field, even where our men are quartered in villages for a rest after being in the lines, Canadian soldiers are immune from temptation and live thoroughly chaste lives. For there are no such temptations possible, because the war has emptied the villages and towns of all females from fifteen years upwards, except old women. All the youths and men have gone to the war; and the young women, too, are gone somewhere to do their bit for the war presumably in the munitions plants and other necessary industries, taking the place of their fathers, husbands and brothers. In the villages and towns one finds only old men, old women and young children."

In conclusion the writer assures the fathers, mothers and wives of Canadian soldiers that "the Canadian army at the front is a notably sober and chaste army. Any other view, opinion or belief is not logically tenable by those who look squarely at the facts. Myopic moralists may continue to publish startling charges against our soldiers at the front. These charges I shall stigmatize as pure buncombe and alarm."—St. John Standard.

Mails By The Air Route

That the aeroplane will come into general commercial use after the war is already indicated by the experiment at an air mail service between New York, Philadelphia and Washington in the United States, and Montreal and Toronto in Canada. It is natural that the Montreal-Toronto route should be selected first for a trial of the plan for aerial mail service. The distance between the two cities at 330 miles, which is ideal for a test such as has just been made, and which has proven successful.

By reason of its long distances Canada should be an ideal field for aerial mail service; particularly as mails can be delivered in such a way much more quickly than if forwarded by the usual method. Quite recently a couple of young men from one of the Canadian aviation camps made a flying visit to Montreal and Ottawa, negotiating the trip in faster time than could be made by any train. Last week a celebrated French "ace," who has seen much service in the air over the battle fields of France and Flanders, flew from Montreal to Toronto and Buffalo, negotiating the trip without incident or accident.

The fact that trips such as these could be successfully taken, and that the plan of aerial transport for mails between the two largest cities in Canada has already proven its feasibility, is a certain indication that after the war more attention will be given to aerial navigation. We may even live to see the aeroplane as popular as the automobile now is for the purpose of business or pleasure.

Referring to the experimental trip between Montreal and Toronto and possibilities of the future the Ottawa Journal says:

"The initial experiment with aerial mail service in Canada came off successfully. The machine carrying mail from Montreal to Toronto made the flight in six hours. Captain Bryan Peck, the aviator, landed at Leaside, and from there the mail was transferred by automobile to the Toronto General Post Office in a little over an hour. The whole time between the start from Montreal and the delivery of the mail at the Post Office in Toronto was very much less than required for service by train."

"This is not the inauguration of aeroplane mail service in Canada, and that is bound to come, and soon. Such service is practicable, beyond question. One of the principal difficulties to be overcome is that of landing. Although it seems rather remarkable, landing presents more of a problem in air work than almost anything else. An interesting suggestion for the solution of the problem but that is not considered very practicable was made in New York the other day. It was that a turntable be installed on the roof of the New York Post Office, this table to revolve at a speed corresponding to that of an approaching aviator desiring to land, the aviator to alight on the table and its revolutions to take up the momentum of his machine until he brought it to a stop."

"A trans-Atlantic flight is now proposed for this summer. The suggested course is from Newfoundland to Ireland by way of the Azores. Airmen believe not only that the flight can be accomplished successfully but that it will be followed by the delivery in Europe of American aeroplanes for war purposes, making the trans-Atlantic passage under their own power."

"It is of interest in connection with this proposed flight to note that the engine which, according to present plans, has been selected to carry the first aeroplane from America to Europe is an English product, the Rolls-Royce. It has been found that this engine is the most dependable of all those in use."

"When the war began Britain was supposed to be behind other countries in such modern matters as flying. The war had not been in progress long, however, before she showed that she had a few tricks up her sleeve. The war has produced 50 better aviators than the British, and no better flying machines than those of British production."

**MINARDS LINIMENT CURES
GARGET IN COWS.**