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Facts and Figures of Liquor Traffic

Some Figures That Deal Directly on Questions.

It is evident that people are slow to comprehend the immensity of the burden laid on their shoulders by the liquor traffic. Some time ago I made the statement that it cost five times as much to look after the mischief wrought by the liquor traffic as the revenue received from it. I also said that if the money spent in drink were spent in useful articles, it would give employment to eight times as many men as are now engaged in the manufacture of liquor. I was immediately asked for proof. That was easily done because I only stated what anyone can demonstrate mathematically for themselves. But that is much less than the real facts. Everyone knows that there is a great deal of expenditure and loss that cannot be calculated. For instance, very few know how much they give to private charities that are to a great extent made necessary by the drink habit. Losses by sickness, death, loss of time, loss by bad debts etc. cannot be estimated. So that instead of being five times, it may possibly be double that amount.

Other places report a similar proportion "members of the Dauphin county Board of Poor Directors, of Pennsylvania, have announced that caring for the victims of the liquor traffic costs Dauphin county including the city of Harrisburg, more than five times as much as the revenue received from the business. The revenues of the city and county from the liquor business amount to \$34,315, while the two governments spend \$186,000 in partially remedying the harm that liquor does."

Professor Longacre of Washington, D.C., speaking at Atlantic City recently, said: "The liquor traffic is a revenue consumer. It takes five times as much to care for the criminals, paupers and orphans for which the saloon is responsible as the amount of the revenue paid to the government by the breweries and distilleries."

From a government report we find that there are 4,688 persons engaged in the breweries and distilleries. We also learn that there is one person employed in these industries for every \$2,582 invested. From these figures anyone can prove that the hundred million dollars spent in drink would give employment to eight times four thousand six hundred and eighty-eight. And if you add to this the amount invested in liquor manufacture, the sum total would give employment to nearly twelve times the number of men employed in the breweries and distilleries. In every way the liquor traffic is the enemy of labor, a burden on the sober man and a menace to the nation.

We pin our faith to facts. Give the people the plain, unvarnished facts and they will soon settle this question. Everyone can help in this fight against an enemy worse than the Germans, by taking the "Pioneer," or any other temperance paper, and when he has read it, handing it to his neighbor—H. Arnott, M.B., M.C.P.S.—Ottawa Citizen.

VALCARTIER CAMP NOT SUITABLE FOR WINTER

May Be Closed in Month or so and Troops Distributed

Ottawa, Oct. 27.—Valcartier is not yet suitable as a winter camp, and will probably be closed up in a month or so. The troops there will then be quartered in the various armories throughout eastern Canada. The utilization of these armories has now engaged the attention of the militia authorities here, and no doubt the disposition of the troops in training amongst the various armories of the country will soon be announced.

At Valcartier 350 interned Germans and Austrians have been at work on permanent improvements to the camp area, building roads, etc. At Petawawa 800 Germans and Austrians have been similarly employed. They will continue all winter there as there is ample work for them to do.

Altogether about one thousand aliens of enemy nationality have been interned all engaged upon military work of this nature.

Those who are at Valcartier now will perform some work for the Government during the winter.

Warmed-over love reminds us of hash.

However the way of the transgressor is very popular.

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"Veedal"
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Boys' 10-inch Waterproof Boots. Price \$4.90
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up remnants of
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Alberta Leads In Recruits

According to an official statement made at Ottawa, the Alberta military district holds first place in the percentage of her population recruited since the war broke out. Manitoba and Saskatchewan coming second and British Columbia fourth.

The estimate is based upon a total of 105,700 men enlisted in the Dominion, although the total has now been considerably increased.

The figures are as follows: Ontario, with a population of 2,523,247, recruited 36,300, or 1.44 per cent. of population.

Quebec, with a population of 2,963,282, recruited 13,800, or 0.61 per cent.

The Maritime Provinces with a population of 937,955 recruited 7,400 or 0.79 per cent.

Manitoba and Saskatchewan with a population of 968,043 recruited 24,900, or a percentage of 2.78.

British Columbia, with a population of 398,480, recruited 10,000, or 2.55 per cent.

Alberta, with a population of 274,063, recruited 14,200, or 3.73 per cent.

The percentage of recruits for the whole Dominion on the bases of 105,700 men enlisted is 1.48.

ADVERTISE IN THE MAIL AND ADVOCATE

Desire to Fly Was Satisfied

1000 Feet Up On His First Flight and Then Something Snapped

(C. C. McGill in Detroit Free Press.)

After dropping from an altitude of nearly one thousand feet, at the Michigan state fair grounds, I have absolutely no desire to fly again. There may be a joyous sensation in it for some, but there was none for me. Certainly there was novelty, if watching the earth rush up to meet you while you are supporting one end of a motor on your shoulder may be considered such.

The aviator with whom I made the flight tucked me into a seat and then climbed beside me.

"Our only religion in this business is 'hang on,'" he said.

The propellers began to turn. The machine lifted slowly and evenly from the ground. There was nothing unusual in the feeling that I was leaving terra firma. The roar of the motor was somewhat disquieting, but I was unafraid.

Then Something Snapped

We circled twice over the race track and then started north, over a clump of trees, at an altitude of nearly a thousand feet. When we were still over the trees I heard a sharp snapping sound above the almost deafening roar of the motor. The aviator turned quickly and looked behind. Involuntarily I did the same, but I could see nothing wrong.

The machine listed at once and began a sickly wobble. My companion said nothing, but worked frantically to shut off the motor, and left the control of the wobbling machine to itself.

"Our only religion is 'hang on,'" kept ringing in my ears, and as vibration shook the machine I barely held my position by gripping the plane stays.

It seemed no time before we were dropping rapidly. The motor had shaken itself partly from its base. One end of it rested on my shoulder. A piece of hose attached to the radiator became unfastened. Boiling water poured from it onto my left knee. For a second or two I didn't notice it in the fascination of watching the earth come up. When the heat brought me back to the situation I managed to brush the hose aside.

Stretches Not Needed

When we were five hundred feet from the ground Williams turned to the steering gear, having given up hope of stopping the motor. He turned the nose of the machine toward the ground at an angle of 45 degrees. I could then see the soft marshland ahead.

I braced myself for a terrific crash. When a few feet above the ground the aviator turned the nose of the machine slightly upward. We skipped along the top of the marsh and came to an easy stop. I stepped from my seat into two feet of water and the eight-cylinder motor slid off its base.

With my hand still cramped from applying his "religion," I shook hands with the airman. I have all the respect in the world for his ability, but he will not have me for a passenger again.

After the handclasp we went back to the propellers and I learned what had happened. When the blade of one propeller broke it cut a wire by which the operator controlled the motor, leaving us one thousand feet above the ground with the other propeller whirling at high speed.

As we turned from surveying the wrecked biplane several Michigan National Guard soldiers burst thru a clump of trees. They carried two stretchers. The airman turned to me and smiled and we shook hands again.

A Long Way Yet

The New York Sun, which has thrown a knowledge in war matters equalled by few journals, does not look for an early end of the war. Germany, it says, shows no sign of exhaustion, her harvest is good, her factories are at the maximum of efficiency, and she is still able to place vast masses of men in the fighting line. On the other side, while Russia has suffered a series of severe defeats, her resources in men are practically inexhaustible. In the case of France, while that country has suffered a heavier drain than any of the allies the war is felt by her to be a battle for existence, and every man and woman in France is still ready to fight to the last cartridge. Britain, and New York Sun considers, is the strongest of the Allies, and there the determination still is to see the war thru.

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THE GRAY ENGINE proved itself the sensation of 1915 and we can now quote the New Model for immediate delivery.

The cheapest and best engine on the market, in all sizes.

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We also sell FERRO Kerosene Engines. FULTON SELF-SPARKING Kerosene Engines. BRITANNIA 4 CYCLE Kerosene Engines. —And— K.W. Spark Coils, Spark Plugs, Wire, Wrenches, Tools, Lubricating Oil, Gasoline, Kerosene. And all repair parts.

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We import these engines direct and are therefore in best position to quote for immediate delivery.

Also reduced prices on all engine parts.

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