

Charlottetown Guardian

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FRIDAY FEBRUARY 8th, 1918.

HELPING THE FARMERS

The purchase in Ontario by the Department of Agriculture of seventy breeding sows, as briefly announced in yesterday's Guardian, is a most important forward step and one that will mean not only a very considerable addition to the Island's contribution to the food for our soldiers and our allies, but a source of great profit to the farmers who avail themselves of the opportunity. These seventy hogs with their litters in the early spring will probably mean an addition of five to seven hundred to the hog population of the province, a not inconsiderable addition to the agricultural revenue, when hogs are selling at 20 to 22 cents a pound.

Previous to this importation the Department, as previously stated, had bought up every sow that could be procured in the province and sold them at cost to the farmers. The outcome will be a very considerable increase in the output of hog products next season, and bacon being one of the staple foods in the army, the result will be a patriotic as well as a profitable one.

In the matter of further increasing our other agricultural products, it is possible that similar assistance might be given by the Department. Seed and fertilizer and labor are difficulties that many farmers have to contend with. In some parts of the United States co-operative agricultural societies have been organized and these, working in conjunction with the federal government are in a position to procure these necessities, the organization becoming responsible for any advances made by the government. The poorer farmers are thus given an opportunity to get a fair start and the result has been found to be profitable to the community at large, to the government and to those who have been helped.

In this province there are many farmers who have not succeeded in getting far enough ahead of the game to procure the necessary fertilizer or even the necessary seed. With a little help, a little push over the initial difficulty, many farms now producing a bare living for their occupants could easily be made to yield a fair surplus. There are also unoccupied farms in the province which, if made available, by commandeering or otherwise, would be readily taken hold of by those who are now struggling to increase foodstuffs by wrestling with back yards and vacant lots in the cities.

With a food famine threatening the world, threatening even the abandonment of the war, something should be done with our vacant farms and also with the many half-worked farms of which there are too many. We observe that in Nova Scotia an agitation is being worked up to have the government take charge of the poorly worked farms in that province, increasing production by applying the stimulus that money alone can apply to a farm, and giving the owner of the farm a wage equal to his average yearly return.

In any case with the situation so serious it is time that measures were adopted from which a reasonable addition to our average production could be expected. Seeding time will soon be here again and it will then be too late to make arrangements. If we are going to do our bit towards averting the impending famine we should begin doing it now. With the means in our hands of greatly increasing our production we incur a serious responsibility in neglecting to do it.

THE RAILWAY

In justice to the Railway management here, under the trying conditions here and elsewhere, it is only fair to point out some of the difficulties that have to be overcome in order to give us even the present somewhat irregular service. A train arrived yesterday afternoon which left Murray Harbor Tuesday morning. From the conductor's report of the snow fight that ended in final victory the following few samples are taken:

From Murray Harbor to Melville Hill the snow was six to seven feet in depth. At Uigg for a distance of one mile the snow was four to eight feet deep. Another 500 yards nearer here was from nine to ten feet deep. At Fodhla for a distance of 700 yards the snow was eight feet deep. These are only a few samples of what was met with along a road some fifty miles in length.

To overcome the difficulties Superintendent Grady informs us that the section men

all along the road have instructions to employ every man that is available, and they do this invariably. Unfortunately not many men are available, but an idea may be obtained as to the number of extra men employed from the fact that the payments for extra labor in the district west of Charlottetown for the month of January amounted to \$3,700; this in addition to the regular pay of the section men who are at work continually. The cost of clearing the road during the month of December was almost as great.

In years gone by a blow of the locomotive's whistle would bring as many shovellers as could be accommodated. This year, owing no doubt to the scarcity of laborers in the country it is impossible to get a sufficient number of men to materially help but Superintendent Grady assures us that every man who will work is employed.

It has been suggested that in Charlottetown and the towns along the railway there are many laborers who could be employed. This also we are assured is but a theory. When trains are liable to be on the road over night and often more than one night, sleeping accommodation would have to be provided in addition to food. Besides, the job is not sufficiently attractive in zero weather to enthruse anyone who has even a remote hope of procuring a day's work at home. The situation is as it is and from what we can learn the Railway management is doing everything humanly possible to give the best possible service, and it is satisfactory to know that it is succeeding as well as, if not better than, that of any of the roads in our sister provinces or in the United States, where tie-ups and delays are more serious than here.

NO ROOM FOR JERMIAS

Suppose there were no demand whatever upon the farmers' patriotism, says an Exchange, and their operations were left to the impulse of the motives of the kind that ordinarily actuate them as men of business. At the present time would they regard the principal of those motives—namely, the market outlook—as strong or weak? Assuredly they would consider it strong, and would be stimulated by it to produce to the utmost limit of their power to production. Governed by the purely economic view of the situation, the farmers would surely try to produce more of all the staples of their industry than they ever produced before, for there never was a better market prospect looked out upon by farmers on the eve of their season's operations. The motive of large returns in the way of profits was never so strong for the farmer as it is now. Then there is the force of the motive of patriotism. It never was brought to bear so strongly upon our farmers as it has been in this war, and they have answered to it like true sons of their country. If the motive of profits had been far weaker than it is—had there indeed been doubt that profits would be realized—we are convinced that the patriotic motive would of itself have sufficed to impel our farmers to extraordinary efforts to add to the world's food supply.

How do those rare farmers who sit on the fence and "figure" and analyze, and talk mysteriously about overhead charges and set up propositions more silly than syllogistic, propose to do? When to their own satisfaction they have quite riddled the plea for more production of foods what use do they propose to make of themselves and of their farms? They cannot turn their pasture fields into coal-fields or iron-fields. They must either use them for food production or cease being farmers. "Figuring" will not do them or their country much good. If they cannot farm on land any better than they can farm on paper there ought to be a speedy divorce between them and the soil they should be tilling. If their purpose is not so much to discourage farming as to discourage patriotism, then the quicker they are prompted by the tines of the Government pitch-fork to get down off the fence and get to work the better it will be for themselves and their country.

NOTES

How our hearts were broken for Belgium and the children of Belgium! We must join to Belgium the need of our allies and the neutral nations of Europe. Do not forget Switzerland and Holland where they care tenderly for our prisoners.

Mark the food you save with a Red Cross. This is the way we should think of it. From the beginning of the war your hearts have been poured out for the Red Cross, and this is right. We would no more stop knitting and sending supplies to the Red Cross than we would think of forgetting to put the children's food on the table. For the saving of life, for the sake of love, mercy, compassion, for humanity, and the Saviour, we share our bread with our allies in the shadow of famine.

USED HIS CLIENT AS SCAPEGOAT

Sensational Charges Made by Counsel in Manslaughter Case. Driver Was Acquitted.

TORONTO, Feb. 5.—An organized attempt on the part of an accident insurance company to make his client the scapegoat so as to lessen possibilities of having to meet an award of damages for the death of 12-year-old Gordon Moisey, was alleged by Peter White, K. C., in addressing a jury in the Assizes Court yesterday on behalf of Alexander Brown, who was acquitted of manslaughter after the jurors had deliberated for less than five minutes. The trial of Brown was one of the most sensational of recent years, in view of the issues and counter-issues at stake; and the case is unique in the history of criminal actions in this city. The evidence adduced and the charges of his Lordship, Mr. Justice Latchford, and of Mr. White revealed some startling facts. Brown was accused in connection with an accident at the intersection of Wells Avenue and Nina Avenue on November 26 last, and which caused the death of 12-year-old Gordon Moisey. Brown was driving west on Nina Avenue and at the intersection of Wells Hill Avenue his car was struck by a Ford, driven by Mrs. Anna Wood, who was recently indicted on a charge of manslaughter. Brown's car skidded as a consequence of the impact, and crushed the victim, who was nursing on the sidewalk, with a nursemaid against a tree.

Defence Counsel Makes Charge

That there were certain interests behind the Crown in prosecuting Brown was openly charged by Mr. White, and he referred to an accident insurance company, with which Mrs. Wood held an automobile insurance policy, as one of these interests. In his address to the jury he said: "There is here an organized attempt to make my client the scapegoat, and I make that statement advisedly and after full consideration. I say that that organization against my client standard the morning after the accident. The insurance company organized in an effort to clear somebody and to make that man in the dock a scapegoat. They have been able even to impose their desires on the Crown. I have always conceived it to be the duty of the Crown to bring out the facts of the case. Is that what has been done in this case? No. The Crown officer has seen fit in this case, I make no reflection on Mr. Arnoldi (the Crown Prosecutor), the Crown has allowed its judgment in this case to be brought to the point of choosing one side of the case and has not allowed the evidence on the other side, gathered by the Crown, to be brought in until I forced the issue. It is a peculiar circumstance, that where the evidence is contradictory, all these witnesses should not have been put in the witness box. But my learned friend has chosen rather to pin his faith to Arthur Visick an automobile expert, a man who admits he deceived the coroner at the inquest into this fatality, to believe that he was acting for Mrs. Wood when he was acting for the insurance company, which would be held liable for any damages suffered by or inflicted on another through the medium of Mrs. Wood's automobile.

Used Crown Witness

One of the unusual incidents in the case was that counsel for the accused was able to refute the evidence against this client by the testimony of a Crown witness, who had

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louison.

WHAT BOYS CAN DO

By Dr. Frank Crane

Don't leave school. The very best thing you can do for your country is to get educated. To grow up an ignorant man is to become a burden. Every hour in school means fitting yourself in the best possible way to be of future service to the nation.

Keep clean. Don't form bad habits. Your country needs men of sound body and vigorous health.

Join the Boy Scouts. This is the best organization I know of for boys. Don't spend money in self-indulgence. Deny yourself, like a good soldier.

Learn the rules governing the British flag, how it should be displayed, how saluted, etc.

Learn the reasons why we are in the war.

Organize a club or group among your companions to save newspapers, tinfol, and rubber.

Save food yourself. Eat up all that is on your plate, and don't ask for more than you can eat.

Learn to knit. Firemen and policemen are knitting for the soldiers and sailors; why not you?

Learn how to make trench candles, needles and thread cards, and pads and comfort kits.

Plan to have a garden next spring. Get the boys of our "crowd" together and see that they use the vacant lot in your town for raising garden truck. Every bit you do helps.

Learn to discipline yourself, to do gracefully what you don't like, not to complain, and altogether to be at home what a good soldier ought to be in camp and in battle.

And, above all things, keep your body fit and study hard so that when you grow up you will be able to be of the best possible service to your country.

not been called by Frank Arnoldi, K. C., Crown Prosecutor; and upon the hearing of whose evidence Mr. White insisted. The Crown had built up a reconstructed case against Brown, mainly by the evidence of Arthur Visick, an automobile expert, who examined the scene of the accident and the two cars which figured in the fatality, and who swore that from these observations he was able to deduce almost exactly how the accident happened. All his evidence was of a nature very damaging to Brown's case; but this reconstructed evidence was broken down by an eye-witness of the accident, who although a Crown witness, was not produced by Mr. Arnoldi, but was brought into the box at the request of Mr. White. The man was John Linton, of 343 Yonge Street. Visick had sworn that from his examinations of the cars and the scene of the accident he was able to conclude that Brown's car was driving at twice the speed of Mrs. Wood's machine, that the impact of the collision did not snap a rear wheel from the hub of Brown's motor and that the wheels were broken only when they struck the curb after the car had skidded following the collision. Linton swore positively, and main- tained despite a severe cross-examination, that Mrs. Wood's car was proceeding at least 25 miles an hour, while Brown was driving at not more than 15 miles, and that when Mrs. Wood's car struck Brown's car one of the rear wheels was snapped off by force of the impact. Evidence by members of the Toronto Police Force also established that the wheel had been broken by the force of the impact of Mrs. Wood's car, for several officers reported having found splinters of wood in the roadway where the collision took place, and also swore that there were marks on the ice of the road of broken spokes dragging across. Charles Greenwood, police motor expert, was asked by Mr. White: "What would you say as to the marks on the road—marks being made by a skidding car?" He answered: "It could not possibly be made by a tire." He went on to say that there was no doubt the marks had been made by broken spokes.

Showed Force of Blow

The importance of establishing that the wheel was smashed by the collision proper lay in the fact that it helped to demonstrate that Mrs. Wood's car was traveling at considerable speed, and not, as alleged, at 15 miles an hour. But there was further evidence than this to support this contention. The hub cap of one of the rear wheels of Brown's car and part of the chassis of Mrs. Wood's car were produced in court. Both are of very durable metal, the latter of highly-tempered steel, and both were badly dented. In charging the jury, his Lordship, while dealing with the speeds of the two cars, referred to these exhibits. He briefly reviewed the evidence as to details of the collision; how the Ford car struck Brown's car at right angles, and left it to the jurors to judge for themselves whether Mrs. Wood's machine was or was not proceeding at a considerable speed to inflict such damage.

Misrepresented Himself

Visick in the box yesterday morning was subjected to cross-examination by Mr. White. His admission that he had allowed himself to be considered as acting for Mrs. Wood at the coroner's inquest when he was in reality retained by the Imperial Guarantee and Accident Company, drew a remark of protest from the court.

"Did you tell Dr. Evans, the coroner, that you were appearing at the inquest for Mrs. Wood?" asked Mr. White with the permission of his Lordship.

"I did not directly, but I may have given that impression," answered the witness.

Mr. Justice Latchford: "Well, why may I ask you, did you give the coroner that impression?"

Visick: "Simply because I was on the one side and not on the other."

"That will do," said his Lordship shortly, and this put an end to Visick's evidence.

Previously he had admitted that while he was retained by the company with which Mrs. Wood's car was insured, he had accepted an invitation from the coroner to help him to unravel the facts of the case.

Mrs. Wood was also subjected to cross-examination yesterday by Mr. White. She said that she had not retained Visick to act for her at the coroner's inquest. She admitted that she had two accidents prior to that of November 26th while driving an automobile, but added that "every one has accidents." She swore that Brown was driving at 25 or 30 miles an hour when she first saw him.

"If he was going that fast and you were not going more than 12 miles an hour as you have said," questioned Mr. White, "is it not a fact that he

would have been past the intersection before you reached it." "Mr. Brown has eyes. He could have looked out for me," replied the witness.

Witness then went on to say that she had not been Brown's car until she struck it. "Well, how are you able to estimate its speed if you did not see it until you struck it?" she was asked.

"I did not have any means of judging its speed except that it flashed in front of me," was her reply.

The Judge's Charge While His Lordship's charge to the jury was largely concerned with an explanation of the law, his examination of the evidence was all strongly in favor of Brown. He explained to the jurors that they had no concern with whether or not Mrs. Wood was responsible for the accident. The fact that her husband is a prisoner of war he said, has nothing at all to do with the case and should never have been stated in court. "It does not add to her evidence or take away from it."

That fact or the fact that she may be prosecuted for this occurrence must not enter into your consideration for a moment." He went on to say that the only negligence he could see on the part of the accused as brought out in the evidence was that he had not sounded his horn when approaching the crossing where the collision took place. "Ought he to have sounded it?" he asked. "The fact is that he had the right of the way." Taking up the question of the speed at which Brown was traveling, His Lordship said that considerable evidence had been produced by the Crown on this matter. "But I'll deal with a witness who was not one of the witnesses whom the Crown discarded for one reason or another. The woman Gallagher said that the car driven by Mrs. Wood was coming an awful lot faster than the other. An awful lot faster!"

The jury retired at 5.01 p. m., and brought in its verdict at 5.05 p. m.

DECLARES COUNTRY ON BRINK OF RAPIDS LONDON, Feb. 5.—Addressing a meeting of farmers here today Rowland Edmund Prothero, President of the Board of Agriculture, said the country was in a most critical position and approaching the rapids. If the farmers did not assist him and Baron Rhondca, the Food Controller, the country would be swept over, said Mr. Prothero.

The farmers were told that they had to make drastic changes in their methods. There were only enough oats to feed working horses on reduced rations after making allowance for milling stocks. Mr. Prothero contended there was no concentrated food for cattle feeding, and this shortage must last at least until this time next year.

Mr. Prothero advised the farmers to grow all the potatoes they could. Baron Rhondca, who also spoke, said regarding the wheat situation: "The position in two or three months may be serious indeed."

Mr. Prothero said he was afraid all carriage horses which had not been sent out to grass would have to be killed, while hunters would have to be sent to grass and kept there.

To Avert Starvation Baron Rhondca said that if the farmers only could get a million acres of potatoes under cultivation this year, there would be no fear of starvation, and by starvation, he added, "I mean that starvation which is followed by disease and death."

Baron Rhondca also thought that

WAR MENUS How to Save Wheat, Beef and Bacon for the men at the front. Issued from the Office of the Food Controller for Canada. MENU FOR SATURDAY Breakfast: Rolled Oats, Honey, Toast, Oranges, Tea or Coffee. Dinner: Scrapple, Potatoes, Parsnips, Apple Pie. Supper: Fish Chowder, Rye Bread, Stewed Prunes, Tea.

The recipe for Scrapple and Rye Bread, mentioned above, are as follows:—

- Scrapple— 7 cups water, 2 1/2 cups cornmeal, 3 teaspoons salt, 2 cups meat in small pieces. Make a mush by stirring the cornmeal into boiling salted water. Add meat and cook two or three hours in double boiler or fireless cooker. Put in mould to cool. Slice and saute in hot fat. Rye Bread— 5 cups rye flour, 1 1/2 cups wheat flour, 1 cup milk, scalded and cooled, 2 cups luke-warm water, 1 tablespoon salt, 1 tablespoon lard, 1 cake Fleischman's yeast. Dissolve the yeast in the luke-warm water. Add 2 1/2 cups rye flour. Beat well. Put in a warm place to rise for about two hours. When light add the wheat flour and the lard, and the remainder of the rye flour and salt. Keep the dough rather soft. Knead until smooth, let raise to double its bulk, mould into loaves, and let rise again until light. Bake in a moderate oven for one hour.

(Wheat and meat saving recipes by Domestic Science Experts on the staff of the Food Controller's Office.)

the people of this country would be able to receive at least fifty per cent more food for each person than the Germans are supposed to be getting, but do not get. He announced from Nov. 1 next he would take over the whole surplus potato crop of Great Britain and the minimum price would range from five pounds sterling to six pounds, ten shillings a ton.

DODD'S KIDNEY PILLS FOR ALL KIDNEY DISEASES. RHEUMATISM, BRITISH DISEASE, NEURALGIA, DIABETES, BACKACHE, GRAVEL, 23 THE PROPHETIC.

The Great-West Life Assurance Company held its twenty-fifth Annual Meeting on February 5th, 1918. Attention is drawn to the following statements: Business issued, 1917 ... \$30,309,542 Increase for the year ... 4,734,169 Business in force Dec. 31st, 1917 ... 152,643,165 Increase for the year ... 19,626,717 Income for 1917 ... 6,437,320 Increase for the year ... 843,279 Assets, Dec. 31st, 1917 ... 24,385,666 Increase for the year ... 2,683,096 The expense rates were again lowered in 1917 and the interest rate earned was 7.36 per cent. In addition to the actuarial reserves, the balance sheet shows, in surplus, capital and special funds, the sum of \$4,493,611, being over 18 per cent of the assets. Mortality, including war losses of \$457,082, only 74 per cent of the "expected". Canadian Government Bonds held ... \$2,505,337 (Being over 10 per cent of the total assets.) The Great-West Life is noted for its large profits to policyholders. Write for full report and profit booklet. HEAD OFFICE - WINNIPEG

SNAPS IN BOY'S BOOTS A nice line of Little Gent's Goat Blucher at \$1.75 Youth's sizes 11 to 13 at \$2.00 For Bigger Boys 1 to 5 at \$2.35 These Boots are all very good value at these prices. GOFF BROS.