

THE CHARLOTTE TOWN GUARDIAN

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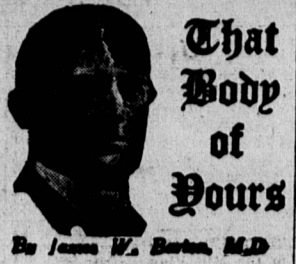
FRIDAY, OCT. 19, 1923

Notes By the Way

Mutual trade preference within the Great British Commonwealth is now attracting much attention in the Mother Country and the British countries beyond the seas. It had its birth in Canada in the nineties of last century after the Dominion had rejected proposals for unrestricted free trade with the United States. In part it was a reaction against abolishing our border custom houses and a turn toward the Mother Country which Canadian sentiment then and since has patriotically favored. The British preference introduced by Mr. Fielding has since been continued as the policy of both the Liberal and Conservative parties and has been increased, and the principle extended to trade between one dominion and another with beneficial results.

New York Police Again Investigated

Another police scandal is about to be investigated in New York City. The last investigation occurred two years ago, and while evidence was produced that would have shocked the residents of most cities, it had little effect in New York. There were no dismissals, and Commissioner Enright was more firmly established in office than ever. One of the most significant things revealed at this investigation was that the Commissioner had banked \$100,000 in the preceding four years. His salary is \$7,500 a year. It was also shown that he had received a cheque for more than \$12,000 from Allan Ryan, the stock broker, famous for his Stutz corner, and an honorary deputy police commissioner. Ryan told Enright that the money represented the profit on a little gamble in which he had made Enright a partner, but further investigation revealed the fact that at the time Ryan said this money had been made, the stock that was the medium had been either inactive or had slightly declined. Mr. Ryan had also made Mrs. Enright the present of a Stutz car. Another deputy police commissioner had defrayed Enright a Packard car, but he had accepted it merely as a loan, he testified.



DOES YOUR YOUNGSTER LOOK LIKE YOU?

That Body of Yours

I heard a speaker recount an experience the other day that was a real lesson. He had returned to his boyhood home, and as he sat on the platform of the little school where he had attended as a boy, all the children under fourteen years of age were unknown to him. And yet as he looked into their faces he was able to identify every child. He did not know their first names of course, but he placed every one of them by knowing the parents when they were children. He went even more fully into the matter than this; but what is the lesson? We are what our parents make us in body, in mind, and in spirit. Therefore our children will be just what we make them in our homes. I have no desire to go afield from the physical, but you can readily guess what it means in a child's life if the parent watches the school or everyday life, and like wise the Sunday life. But from the physical standpoint what? Well, your children will be strong or weak as you were strong or weak. If you have a strong body they will likely have the same. If you have any weaknesses as to lungs, heart, kidneys or blood, they may have the same tendencies also. And so it is our duty to watch these strong points and these weak points also. From their very earliest years you should see that the youngster gets outdoors a part of everyday. That he learns to play with other youngsters even at three or four years of age. If you see that he develops the play instinct, the battle is practically won. He'll want to be outdoors, and he'll want to play all games. Your worries are practically over then because he will develop an all round body from these games. You may of course have the worry of a bruise, a bleeding nose, perhaps even a broken bone, but he has developed the ability to mix with other children, to give a kick and take one, to control his temper, and to give away at times to his comrades. Yes, you are responsible for the whole all round development of your child.

What Kaiser Hoped To Do At Manila

Just what the German Kaiser hoped to do at Manila in 1898 will probably long remain doubtful. Admiral Dewey in his autobiography wisely refrained from passing judgment, contenting himself with describing, under the heading "A Period of Anxiety," the activities of the German fleet at Manila and his difficulties in persuading the German Admiral Diederichs that the American squadron was in command and intended to enforce the blockade. But the generally accepted American opinion that the German Admiral was there in the role of a modern Autolycus—"a snapper up of unconsidered trifles"—has never been disproved. New light on the Kaiser's hostility to the United States now comes from a German source, says the New York Times. Captain Von L. Perisus, the German naval expert, in an article in the Spanish paper El Sol, translated in The Living Age of Sept. 15, recounts his experiences in Manila at the time, he being second in command of one of the German war vessels.



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The only Canadian-made underwear
That is reinforced at wearing parts.
That is knit to fit the natural lines of the body.

Made only by **Turnbull's** Sold by the Best Dealers Worn by the Best People

of Galt, Ont.

KNOWING AND DOING.

That there is an overwhelmingly strong temperance sentiment in this province no one will deny who has had his ear to the ground during the past two decades. This sentiment is not confined to teetotalers alone, it is shared by many who, if the opportunity offered or if the need, real or apparent, arose, would not hesitate to "take a little wine" or even a modicum of something stronger. These latter, who "know better than they do," if asked tomorrow to cast their vote or use their influence for or against the prohibition of the importation of liquor into the province, would, with comparatively few exceptions, vote for prohibition.

The provinces of Alberta and British Columbia made use of their proportion of the appropriation by constructing new roads in accordance with the specifications of the Act. As a result, Alberta has 44,207 miles of "Improved Earth Roads," as against 15,193 of unimproved. British Columbia has 10,690.86 of Improved Earth Roads as against 1,055 miles of unimproved. Manitoba's improved mileage is 24,000 as against 44,375 unimproved. Coming farther east to the older provinces, the proportion of improved to unimproved is much less. For instance, New Brunswick has 1,655 miles of improved as against 8,900 unimproved; Nova Scotia 2,452.9 improved as against 11,580 unimproved; Ontario, 11,800 improved as against 18,700 unimproved; Quebec 11,324 improved as against 29,676; Prince Edward Island 170 improved as against 3,468 unimproved.

This was the mileage, according to the bulletin, on Oct. 31, 1922, and as no road work was possible after that date until June, 1923, any mileage additional to the above has been constructed during the present summer and fall. In this province no work was done on the roads after July 26, except the little incidental repairing done under the present Government since they assumed office in September. It appears now that we have been figuring on 344 1/2 miles of road as finished last fall, whereas now it is admitted that this amount was only "under construction" and, according to the official bulletin above quoted, only 170 miles have been finished.

ALL RIGHT YET

There have been all kinds of predictions about the coming winter. During our occasional spells of fine weather, particularly during the ideal weather of the present month the optimistic prophets lifted up their voices and proclaimed an especially mild winter. During the cold, wet days of summer of which we had not a few, we were going to have an awful winter. When we recall that at this time last year, to be exact, a year ago yesterday, we had two inches of snow which stayed with us until we had from a foot to ten feet of it, we have the assurance that at least we are all right yet for the impending winter.

EDITORIAL NOTE

A wise man of old declared that he could always tell, without hearing their words, who was right in an argument. The man who was wrong invariably lost his temper and used language and meaningless gesticulation.

Anything for an excuse! The Liberal press now argues that the ten per cent reduction in freight rates from Winnipeg to Vancouver is only a "temporary" arrangement to aid in the shipment of wheat. Last year the Railway Board refused to grant any reduction, declaring that the rates could not be reduced without loss to the railway. Nevertheless they reduced the rate this year by ten per cent. Granted that the reduction is but "temporary," we in the East would be glad to get even a temporary reduction, but we can't get it because our representatives at Ottawa do not care whether we get it or not. What the East needs at present more than anything else is a reduction in the Liberal representation at Ottawa.

HIGHWAYS IMPROVEMENT.

It is especially interesting at present to observe how the different provinces of the Dominion availed themselves of the Highways Grant. This information is given very fully in Bulletin Number 3, issued by the Highways Branch of the Department of Railways and Canals, and briefly referred to in The Guardian of last Wednesday, emanation at Ottawa.

Polibe Bootleggers.

There are no definite charges against Enright at the present time beyond the general assertion that he did not maintain discipline in his force. It appears that some time ago a couple of detectives came upon a truck load of liquor and received \$2,500 for letting it proceed on its business. Later they were informed that the liquor was the property of or under the protection of a couple of police inspectors. Thereupon they disgorged \$2,000 and were warned not to interfere again with this particular bootlegger. They reported the matter to their superior, who in turn informed Commissioner Enright, but no action was taken until a few days ago when the facts having been made public, the man who sold Enright was dismissed and two detectives were warned that they would be investigated by the department. The Commissioner is now faced with the task of offering an explanation of his inaction for two years when he was presented with evidence that some of his officers were blackmailers and others of them higher up in the bootlegging business.

Newspapers Hostile.

Enright has been the target of practically all the New York newspapers with the exception of Hearst's since he took office. He was not the Mayor's first choice, but when the first choice resigned within less than a month after he had been appointed because, as he alleged, the Mayor insisted upon interfering, Enright was suddenly promoted from being a humble lieutenant in the department to the head of the whole works. The plain intimation was that he was a man who would do what the Mayor demanded, and this was not agreeable to people who wanted the force administered independent of politics. Enright was the senior lieutenant when he was promoted. He had been in the department for a long time, but for some reasons not sufficiently clear no commissioner could be found to promote him, yet none could find a reason for dismissing him. He was disliked and it would appear disgraced. Mayor Mitchell was committed to the principle of observing eligibility lists and the position of men on them when promotions were to be made, and when Arthur Woods was made his police commissioner, it was supposed that Enright would be promoted. But Woods threatened to resign rather than help Enright.

The Toronto Mail and Empire deals with the large question of inter-Commonwealth trade in a broad and comprehensive spirit. It points out that in the changed conditions since the war, the lack of available markets, the high tariff barriers set up by the United States, and from other causes, both the Mother Country and the Dominions are suffering needlessly and that the remedy lies to a large extent in their own hands by adjusting their tariffs accordingly. "Canada can favor Britain very largely indeed," it says, "solely at the expense of the United States and Britain can similarly favor Canada at the expense of the United States. The Empire countries can mend their trade and industry by buying from one another what foreign countries largely refuse to buy from them. This is the object of those who advocate Empire preference. They do not ask Britain to make sacrifices for Canada, as has been falsely alleged, but they ask Britain to cease making sacrifices for the United States and the countries of Europe whose doors are largely closed to Empire goods."

Nor do the advocates of preference ask Canada to make sacrifices for Britain. It has been contended that in the woolen industry, of which Britain is the largest manufacturer and exporter, Canada might be placed at a disadvantage by the preference. This can easily be guarded against. Just now the Canadian woolen industry is in a critical condition because of competition, which comes not merely from Britain but from France as well. It would be obviously better for the Canadian woolen factory workers if they had but one outside competitor instead of two or more. And both Britain and Canada would gain by the change. In like manner the entire British Commonwealth of Nations would be strengthened and built up industrially and commercially by a mutual preference throughout in their tariffs and trade relations.

Universal free trade might be a desirable condition if all nations would adopt it and adhere to it. But today outside of the British Isles the entire world is committed to protection. The British Dominions overseas form no exception to the general rule. Their example is reacting upon the Mother Country.

Dismissals and Resignations.

Costigan was one of the best known officers in New York and had won the nickname of "Honest Dan" long ago. When he was virtually forced to quit there was an outcry which left the Commissioner unmoved. He appointed Mrs. O'Grady a police commissioner and when she resigned she said she did so because she received no support from him. She alleged that he protected men of position. There were other resignations of detectives who had unwittingly taken action against men who turned out to be friends of the Commissioner. Another transaction that looked sinister was revealed in the last investigation. Inspector Hughes was a particular friend of Lieutenant Enright's, but curiously enough resigned soon after Enright became commissioner. He established a private detective agency, however, and went into the business of watching the docks. He found the steamship companies almost falling over themselves to give him business, and it was alleged that the docks he was supposed to watch were the only docks in New York harbor that the city police gave strict attention to.

Graft and Crime.

How profitable Hughes found the business may be gathered from the fact that in 1918 he made \$98,000; in 1919, \$225,000, and in 1920, the year of the Mayor investigation, \$268,000. It was suggested by some witnesses that Enright was a silent partner of Hughes' insinuations strongly denied by both. How much Mr. Hughes has made since is not known, but would be interesting to learn. Apart from the numerous suggestions and in some cases the open charges that the Police Commissioner is a grafter has been the fact that crime has been rampant in New York since Hylan became Mayor. At first Commissioner Enright sought to meet the newspaper outcry by the statement that the crime was an inevitable aftermath of war. Later, he blamed the insurance companies who would take any sort of risk and thus tempt criminals. Finally he accused the newspapers and intimated that they had given outside criminals the idea that New York was a very paradise for them and had thus attracted most of the crooks of the country. His latest explanation is that there has been no crime wave except what exists in popular imagination.

Chichester's Action.

If the Germans had to ask this question, the British apparently knew the answer, for the final outcome is described briefly by Admiral Dewey in his book. As the

Cleared for Action.

Yet a few days later the German Admiral gave orders to his fleet to clear for action as it moved to its Manila anchorage. Says Captain Persius: "I was struck dumb for several seconds. 'What's happened? We are surely not yet at war with the United States.'" And then tried to persuade his commanding officer to avoid the outward appearance of having cleared for action. Finally he succeeded in having the ship's awnings put up, and, being temporarily in command as an American vessel approached, he turned about and steamed out of the danger zone as quickly as possible. That the clearing for action might have been taken as a challenge by the Americans he fully realized, and added that "no sensible man" would ever have given such an order.

The Bombardment.

Of the rest of his story there is little to say. He expressed surprise at the Americans' delay in bombarding Manila, and noted in his diary: "Apparently they wish to give the refugees ample time to get away and the Spaniards an opportunity to surrender without bloodshed," and later noted that in the bombardment the churches were spared. He also noted that when the bombardment was about to begin Admiral Dewey requested the German fleet to get out of his line of fire, which it did. The American vessels, he wrote, "were cleared for action on both starboard and port. Manila lay on the starboard. Why were the Americans also preparing to fire in our direction?"

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THE END OF THE TRAIL

I must travel the miles till the journey is done,
Whatsoever be the turn of the way,
I shall bring up at last at the set of the sun,
And shall rest at the close of the day,
Let me deal as I journey with toeman and friend
In a way that no man can assail,
And find nothing but peace at the roadway's last bend,
When I come to the end of the trail,
We are brothers who travel a

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