TORONTO GLOBE CALLS FOR DIRECT ACTION

In Two Editorials the Liberal Toronto Globe Condemns the Government for its Conduct as Revealed in Customs Probe.

THE CUSTOMS REPORT.

Saturday, June 19, 1926.

The report of the Special Committee which has been investigating the administration of the Department of Customs and Excise will go down in history as presenting to the world a period in which Departmental inefficiency and Governmental indifference made a joke of the law and its functions.

The country will be fortunate if it is not termed Departmental culpability with Governmental connivance. The committee is generously lenient in attributing the conditions which have prevailed to slow degeneracy in efficiency accumulated over a number of years. It may be so, but the evidence points with damning clarity to disregard of official responsibility on so many occasions that the Department is made to appear to often as little less than a clearing-house for political adventure and personal ambitions.

When the committee, after holding 115 sittings and hearing 224 witnesses, announces that all the matters referred to have not been completely reviewed, but based upon those which it has been able to cover, regards it as its duty to censure a former Minister, recommends the retirement of three high officials and the dismissal of six important officers in one district, that proceedings be taken against twenty-seven firms and companies to recover sums of money owing to the Crown, that two outstanding cases be referred to the Attorney General of Quebec for action, and then finds it necessary to recommend continued investigations in various directions, it appears as though the basic fault lies deeper than "lack of continuous and vigorous control of subordinates by the headquarters staff at Ottawa."

It must be a dark day in the life of a Federal Administration when a Department so essential to the economic welfare of the country becomes a plaything for important members of its personnel, the toy of political intriguers, and an object of supreme contempt by smugglers, rum-runners, and crooks in general. Existence of these conditions is brought out in the evidence. They may be called conditions which are the accumulation of time, a legacy in part of various Administrations, the fruits of habits created in haphazard days. The committee believes they are of comparatively recent origin, intensified by the addition to the Department's duties of the collection of sales and income taxes and by the adoption of the Volstead Act in the United States. These things cannot serve as excuses. A Government is responsible for its own acts alone. It cannot throw the blame on the past. If it enlarged the duties of a Department, business sense should have seen that these duties were properly taken care of. The fact that these conditions have come to pass is a bitter dose for a confiding public, for which the Government must assume full responsibility.

The country has suffered in revenue to amounts unknown, but which must be huge; business has sustained losses reaching into millions because the country has lacked an Administration with sufficient appreciation of its duty and keenness of perception to organize or reorganize this Department along lines which would ensure honesty and efficiency in service to itself and the public. What is worse, some of its own appointees have brought this discredit upon it. There may have been evils in the past, probably have been. Possibly they have been worse than these now disclosed. But the point of immediate importance is that long after these conditions have been called to the attention of the Government nothing had been done to remedy them.

It has remained for this committee, named as the result of persistent appeals from a group of business men, to go into the matter and point the way to reform. Its recommendations are broad and drastic, as called for by the extremities of the situation. The part that rum-running has played in the whole mess is fully recognized. It should not have been necessary to hold an investigation to show the Government that in helping this traffic it was playing into the hands of smugglers. Liquor has been going to the United States illegally. Did the Government have to be told by an investigation committee that if regulations were lacking to stop the traffic they should be adopted without delay? And did the Government have to wait for an inquiry to learn that rum-running was responsible for the great increase of smuggling into Canada?

The committee's report is, throughout, a constructive document, free from contentious points. There is little doubt, however, that the spirit with which it is discussed in the House will be different. It deserves calm and full consideration, with a view to getting immediate results from its recommendations. It remains to be seen whether its reception will be such as will ensure the public of the reorganization of the Department without unnecessary delay, or whether time will be wasted in making political capital out of the document.

Of the Government's responsibility there can be no question, but the important thing from the standpoint of Parliament is to get this Department cleaned up and an efficient Preventive Service established.

THE DUTY OF PARLIAMENT.

Tuesday, June 22, 1926.

It is useless for the Government—notwithstanding the legacy of looseness and misdemeanors which it inherited from its predecessors—to expect to escape direct responsibility in the judgment of the public generally for much of the wrongdoing brought to light by the investigation of the administration of the Department of Customs and Excise. There is evidence that certain conditions were the accumulation of time, passed on from previous Administrations. But these conditions have been perpetuated—and developed alarmingly—under the present Administration, and long after they had been called to the attention of the Government in persistent appeals from a group of business men, nothing had been done to remedy them.

It is to be hoped that Parliament when it meets today will rise to the fullness of its own responsibility in dealing with the report of the investigating committee. This is no matter upon which party strategists have any right to play politics. Nor is it a business in which the whitewash brush has any place. Apart from the facts that the country has suffered in revenue to an appalling extent and legitimate business has sustained losses reaching into millions, there is an even more important moral issue involved. Departmental inefficiency and Governmental indifference have made a joke of the law and its functions, if, indeed, as The Globe suggested on Saturday, it be not termed Departmental culpability with Governmental connivance.

There is only one thing for the men of all parties in Parliament to do. The House has powers that the committee did not possess—or, at least, did not exercise. The committee mildly censured Hon. Jacques Bureau for "lack of continuous and vigorous control of subordinates." The evidence seems to warrant something far more direct and comprehensive. The Government should be called upon to state why, in view of conditions of which it must have been largely cognizant, Mr. Bureau, on his retirement as head of the Department of Customs and Excise after a regime such as has been revealed, was rewarded by appointment to the Senate. By this act the Government, to all intents and purposes, placed its imprimatur upon his record of service.

Three of its own members—Hon. G. H. Boivin, the present Minister; Mr. J. G. Robichaud, Liberal member for Gloucester, and Mr. W. A. Boys, Conservative member for North Simcoe, and Chief Conservative Whip likewise merit consideration at the hands of the House of Commons. Nothing, it is fair to state, has been adduced derogatory to the integrity or efficiency of the Minister. His personal honor is not impugned. But confessedly he has been guilty of serious indiscretion—the kind of thing that the wretched party-first spirit makes so difficult to withstand. It ought not to be condoned. Mr. Boivin should tender his resignation as head of this Department. If the country is to get the full benefit from the adoption of the recommendations presented by the committee for the reorganization and regeneration of the Customs administration there is need for the Ministerial leadership of a strong, fearless man who is above suspicion, and who will bring to the discharge of his onerous duties no spirit of partisanship. The administration of the Customs Department, like the administration of the Justice Department, ought to be freed from all considerations of such character.

The conduct of the two private members, Messrs. Robichaud and Boys, as revealed by the investigation, calls for censure from the House. It is not an easy or a pleasant task which confronts Parliament. But Parliament will stand higher in the esteem of all right-thinking citizens if it is firm and just in its dealing with the unfortunate and deplorable situation with which it is faced. It cannot afford to content itself with rebuking and disciplining minor employees and officials. It must hew to the line, let the chips fall where they may.

Paul Thompson Signed With Minneapolis Club

CALGARY, Alta., June 25. — Paul Thompson, star forward of the Calgary Canadians, winners of the 1926 dominion junior hockey championship, has signed with Minneapolis, Lloyd Turner's hockey club in the United States Central Hockey League. Thompson will report next winter.

Thompson is reported to have turned down an alluring offer from the Toronto St. Pats in order that he might play wih his brother "Tiny" Thompson, goal tender for the Millers. Paul also is said to have turned down an offer from the Calgary Tigers last winter.

Will Represent Their Majesties At Ottawa

Lord and Lady Willingdom, the next occupants of Rideau Hall, snapped as they were walking along a London street.

CROSSING ACCIDENTS DISCUSSED BY C. N. R. CONFERENCE

(Special to the Guardian)

MONTREAL, Que., June 25. — That the remark of a locomotive engineer giving evidence before a coroner's jury at Chatham, Ont., "The motorist who stops before a railway crossing is my best by train men everywhere, was emphasized by Canadian National Railways claims agents and representatives of the legal department in conference here yesterday afternoon. The conference has drawn claims agents from all parts of Canada, and their discussions cover a wide range of subjects. Probably the most important to the public of the questions discussed is that of automobile accidents at level crossings. The majority of those attending the meeting expressed themselves as strongly in favor of a federal law providing that the driver of every vehicle must bring such vehicle to a full stop before crossing railway tracks. This would apply at crossings which could be designated as to sufficient importance for such a ruling. It was pointed out that many cities and municipalities have by laws which compel drivers to bring their motors to a stop at "arterial" highways. No difficulty is found in enforcing this law and no more difficulty in the opinion of the claims agents would be experienced in compelling the motorist to stop before negotiating a railway crossing. While there is a certain monetary loss to the Canadian National system through crossing accidents, Gerard Ruel, K. C., Vice President in charge of legal affairs, pointed out that the company was not so much concerned in this feature as in the necessity for preventing the reckless throwing away of lives of motorists and their families. "If the passing of a "stop law" will save only one life in the Dominion of Canada in the next year it will be more than worth while." Mr. Ruel informed the meeting.

William Johnston, district claims agent at Duluth, Minnesota, speaking of conditions in that state where a stop law has been passed by the legislature said that although this law had not yet become effective its passage had aroused public interest to the extent that automobile accidents on the two hundred miles of Canadian National lines in that state had been very greatly reduced. The Minnesota law provides that a certain crossing shall be designated and at these the drivers of motor vehicles must come to a full stop.

MONTREAL, June 22. —"Automobile associations, in urging increased speed limits for vehicles on public highways are simply urging reckless motorists to commit suicide" declared J. M. Gill of Toronto at this morning's conference of claim agents of the Canadian National Railways. Whether it be popular with the motorist or not, we should oppose such moves with all of our might. The motorist driving at 35 miles an hour over a public highway cannot stop his car in time to avert disaster if a fast train is bearing down upon him. That is one reason why so many accidents occur through cars crashing into the side of moving trains."

Mr. Gill's statement came in the discussion of a report presented by Fred G. Smith claims agent, of Detroit, Mich., on crossing conditions in that state. There, on the Grand Trunk western lines of the Canadian National system, a stop and flashlight signal warning the approaching motorist of the simultaneous approach of a train to the crossing has been installed in many cases and has been found both safe and economical. With the increasing motor traffic in the state of Michigan where over a million and a quarter automobiles are licensed this year, the work of a flagman at a railway crossing has become most hazardous, as a result three flagmen have been injured and are now in hospital and a yardmaster was so seriously hurt that he lost one leg through being crashed into by the motorists whose lives they were trying to save.

"I wouldn't be a crossing flagman on Grand Trunk western lines for anybody" Mr. Smith declared. "Gates are of no value" he continued. "At one crossing so protected autoists broke down the gates on an average of three times a week. At that particular crossing, since we installed the combined stop and flashlight warning, not a single accident has occured."

G. J. Cooper also of Detroit, stated that this system of crossing protection had been enthusiastically received by the American Railway Association and had been made the standard for lines east of Chicago. In the American cities the motorist had become educated to driving control by means of flashing lights and where the streets were wide enough these signals were placed on an island at the centre of the street, or at the right hand curb otherwise. With this signal in operation there was no excuse for motorists being caught on crossings. In the course of the discussion Mr. Gill referred to statistics showing the comparative speed of autos at railway crossings. "If a motorist beats a fast train over a crossing six times in one day, he will have saved perhaps seven seconds" he said, "whereas if he succeeds in doing it five times and loses out on the sixth, he will have probably sacrificed the remainder of his life."

The failure of audible signals under present day conditions when the noise of motors together with the fact that pople were driving in closed cars rendered even locomotive bells largely inaudible was referred to, and from this point of view the light warnings were considered more satisfactory.

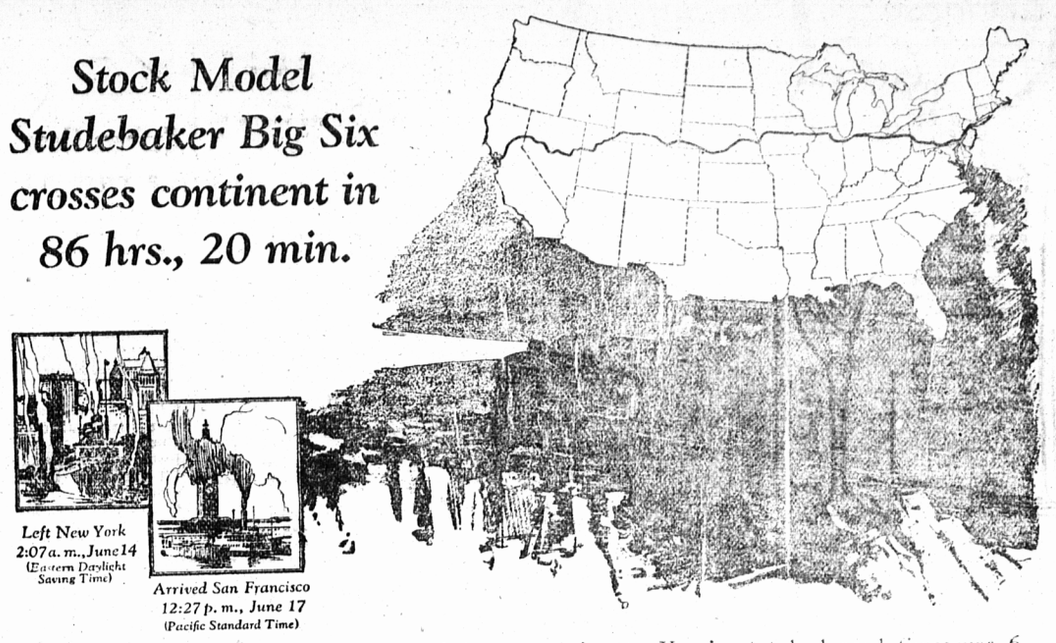
During the morning session Sir Henry W. Thornton, chairman and president of the Canadian National system attended for a few minutes thanking the claims agents for their work during the past year and reminding them that their work was just as important to the success of the company as his own or any of the other officers. "The basis of your settlements with the public must be justice, and it must be of a nature to leave behind a feeling that the party has been fairly treated. In that way friendships for the company are cemented" said Sir Henry. The meetings are continuing during today.

To leave its user's hands free a magnifying glass for persons doing fine work is mounted on a base adjustable to all angles and carries an electric lamp to illuminate objects under it.

Studebaker

Smashes Transcontinental Record

Stock Model Studebaker Big Six crosses continent in 86 hrs., 20 min.



Left New York 2:07 a. m., June 14 (Eastern Daylight Saving Time)

Arrived San Francisco 12:27 p. m., June 17 (Pacific Standard Time)

ANOTHER victory in the conquest of time and space! New York and San Francisco linked closer together by the triumph of a Studebaker Big Six "Sheriff," which has crossed the continent in 86 hours, 20 minutes, breaking the best previous record by 16 hours, 25 minutes.

A stock car, driven by Ab Jenkins and Ray Peck, both of Salt Lake City, was used for the 3,471-mile run. The car was a stock model in every respect except for a 48-gallon gasoline tank and changes in the top, back seat and tire carrier.

Jenkins is a Salt Lake City contractor, whose recreation is cross-country driving. The run was made in his own car on his own initiative. Peck is a personal friend who has accompanied him on several record-breaking dashes over the Rockies.

Verified by Western Union

The Big Six "Sheriff" left New York at 2:07 a.m. (Eastern Daylight Saving Time), June 14th, and arrived in San Francisco at 12:27 p. m. (Pacific Standard Time), June 17th. It passed through the Central West during one of the heaviest rainstorms of the century. Western Union officials verified both the time of departure and arrival. At all times, consideration was given to the rights of motorists, and in passing through cities speed regulations were carefully observed. High speed was made through the night on deserted country roadways.

The fastest train time between Manhattan and the Golden Gate is 88 hours. But this does not include time for making connections. The fastest time in which the trip between New York and San Francisco can be made by rail is 92 hours and 45 minutes, elapsed time. Contrast this unhampered travel over glistening rails and perfect roadbed with the tremendous odds of road and weather that confronted the Studebaker every mile of its drive across the continent. Yet its total elapsed time was 6 hours, 25 minutes less than required by rail.

Many obstacles encountered

Heavy rainstorms, fog, deep mud — even floods — were encountered from the time the car left New York until it passed Cheyenne, Wyoming. Later came the long pull over the Continental Divide, with steep climbs and precipitous descents. Yet the Studebaker surmounted every difficulty with effortless ease.

This striking demonstration of Studebaker stamina and dependability comes on the heels of another notable achievement for the Big Six "Sheriff." On April 12th, a stock Studebaker Big Six smashed by 7 hours and 26 minutes the best previous record for overland travel between Los Angeles and Salt Lake City.

Only a car of such superlative qualities could have made such a showing. Although there are fifty makes of American cars on the market, only seven equal the Studebaker Big Six in rated horsepower. And they sell for two to four times its price.

Proof of stamina

It is doubtful if you will ever demand such severe service from your car as this transcontinental run required. Yet it proves why the Studebaker Big Six performs so unfailingly in everyday use — why hundreds of owners have testified mileage records ranging from 100,000 to 300,000 miles.

The Studebaker Big Six is the fastest-selling high-powered car today because it has established beyond question its greater value, economy and reliability. Facilities for One-Profit manufacture, which eliminate the profits of outside parts and body makers, enable Studebaker to build a finer car and sell it to you at a lower cost.

Log of the Run

Distance covered	3471 miles
Time	86 hrs., 20 min.
Average speed	40.2 mi. per hr.
Fastest regular time by train (including connections)	92 hrs., 45 min.
Beat fastest time by train	6 hrs., 25 min.
Previous record	102 hrs., 45 min.
Beat previous record	16 hrs., 25 min.

A. HORNE & CO., Charlottetown

A. HORNE & CO., Summerside

STUDEBAKER

New Brunswick Teachers to Tour Great Britain

LONDON, June 25.—Lady Beaverbrook will entertain the thirty-eight New Brunswick High School teachers whose traveling scholarships, awarded by Lord Beaverbrook, bring them to England next month. The party will sail on July 1, when their vacation begins, and they will only return in time to resume their duties at the beginning of the following term.

The teachers will be accompanied by Mr. Justice Crocket, a Canadian judge of the King's Bench, who acted as selector for the scholarships, and by Dr. Cox, of the University of New Brunswick.

Lady Beaverbrook, who will be in charge of the party throughout their stay, has arranged an extended tour not only in England, but in Scotland and Ireland as well.

The object of the tour is to give the visitors a first-hand insight into the political, educational and social life of Great Britain and Ireland, and so to strengthen the ties between the Dominion and the Mother Country through a class who will mould the thought of the rising generation in Canada.

The names of the visitors are as follows: Mr. Justice and Mrs. Crocket, Dr. and Mrs. Cox, Dr. and Mrs. Yorston, J. McKay Anderson, (Moncton), Principal W. McL. Barker and Mrs. Barker (Moncton), Principal H. F. G. Bridges (Campbellton). Clarence B. Burden (Fredericton) H. V. Colpitts (Campbellton), Florence Estabrooks (Saint John).

Principal N. S. Fraser (Sussex,) Principal Joseph Harrington and Mrs. Harrington (Saint John), Principal G. H. Harrison and Mrs. Harrison (Chatham), Mary B. Jones (Sussex), Bernice MacNaughton (Moncton), Principal A. S. McFarlane and Mrs. McFarlane (Fredericton), Annie McQuiggan (Saint John).

Principal W. J. S. Myles and Mrs. Myles (Saint John), Ethel Murphy (Moncton), Julia Neales (Woodstock), John E. Page and Mrs. Page (Fredericton), Principal Calixte Savoie and Mrs. Savoie (Edmunston), Harriet A. Smith (Saint John), Principal Waldo H. Swan (St. Andrew's), Principal C. H. Turner (Woodstock), Sarah L. Thompson (Fredericton), A. Kathleen Woods (Richibucto), Bessie H. Wilson (Saint John.)

Three Injured in Auto Accident

SAINT JOHN, June 25.— A message from Apohaqui, Kings County reports that three persons were injured, one seriously, there this morning. The injured are Tilly Wright of the Head of Millstream, severe injuries about the head with possibly a fractured skull, Laurie Matheson, Bufialo, N. Y., son of John Matheson of Brentwood, N. S., cut about the face and one arm, Miss Olo Matheson, sister of Laurie, leg slightly injured and badly shaken up in an auto collision.

MRS. GALLOP FAINTS AFTER DEATH SENTENCE IS PRONOUNCED

ROBERVAL, Que., June 25. — Mrs. Emily Sprague Gallop, sentenced to be hanged on October 15th for the murder of her husband, Abraham Gallop by poisoning on August 6th, 1925, will probably be taken to Quebec for incarceration pending the date of her execution. The convicted woman maintained her attitude of innocence to the last, her response to Justice Gibson, before pronouncing the death sentence being:

"I am not guilty".

Mrs. Gallop paled when sentence of death was pronounced. When she returned to her cell she fainted.

Moving scenes were witnessed in court at the close of the trial the defense counsel, Alleyn Taschereau, K. C., bringing tears to the eyes of the jurors by the eloquence and pathos of his appeal. In his address to the jury he claimed that the death of Abraham Gallop had been brought about by an error and declared the dead man had taken strychnine in mistake for medicine salts. He recalled to the jury the grave responsibilities of their function in an address that lasted for two hours and a half.

Prize Flag Design Shows Maple Leaf

Above is the winning design out of 1,836 submitted in a competition conducted by La Presse of Montreal for a new Canadian flag. The Union Jack appears in the upper corner of a white field and a large green maple leaf is prominently displayed. Four residents of Quebec province, submitted the same design.