

FACTS FOR VOTERS.

If the importation and production of intoxicating liquors were prohibited in Great Britain, 1,385,000 tons of shipping would be liberated. That is equal to 29 ships of 5000 tons' carrying capacity each able to make four voyages a year.

Grain used in the manufacture of alcoholic liquors in Europe in one year would feed thirty million people for the same length of time.

Beginning with April 15, no wine, champagne, or port can be loaded in Europe on a ship bound for America. All these have been branded as non-essentials of commerce.

"I am for prohibition as a war measure, primarily because it will release vast quantities of rye, corn, barley, and wheat, which will be needed for food supplies. In addition, it will make men more efficient, and it will undoubtedly reduce venereal diseases."—Dr. Austin O'Malley.

As a general principle, total, world-wide prohibition, in my opinion, would be one of the greatest possible forward steps for humanity."—Dr. Romaine Newbold, Prof. of Intellectual and Moral Philosophy at University of Pennsylvania.

"Prohibition during war time is necessary. We are training for a national effort, and we cannot train men for anything worth while on rum."—Dr. Martin, Surgeon-in-Chief, University, Penn., U.S.A.

"I am for prohibition as a war measure, first, because it means an immense saving of food supplies. Second, because the experience of France and Russia proves that prohibition increases the efficiency of the people immensely; and third, because prohibition will remove the temptation to vice."—Dr. Keen, Prof. of Surgery.

"The consumption of so much food value in intoxicants is inconsistent with efficiency."—Dr. Lichtenberger, Prof. Sociology.

"The amount of work that the individual can do will be vastly increased by the prohibition of liquor. It will also diminish crime at home among the civil population, and it will largely reduce venereal diseases."—Dr. McFarlane, Prof. of Pathology and Bacteriology.

Captain Wagner, of the American sailing ship *Minnie Caine*, spoke thus to the Superintendent of the Sailors' Rest at Port Adelaide:—"My outstanding impression of your port is the amount of booze there is consumed in your midst, and the many facilities there are for getting it. I attribute the long delay and worry I have had to the drink. I have the strongest suspicion that drink caused the fire which broke out shortly after we berthed. This I know for certain, that when the fire was discovered the crew were so helplessly drunk that they could not assist me to put it out. Drink was the cause of one of my men hanging himself while here. I tell you we have none of this booze nonsense in the ports I come from, which are in prohibition States. Here I have been held up for over six months waiting repairs just completed. Now for two days I have been waiting for one of my officers, who is still somewhere about the port helplessly drunk, and I can't go to sea without him. It annoyed me very much to see an advertisement in your papers purporting that water-drinking was causing a deterioration of the American race. My children have never seen a saloon, and I am prepared to hand them over for a comparison with young people in any drinking country in the world."

The British Food Control Board for 1918-1919 reduced the tonnage for carrying brewing materials by 988,000 tons, leaving tonnage for this purpose amounting to 512,000 tons.

In the United Kingdom, with starvation looming ahead, during the last year the brewers destroyed 650,000 tons of bread and sugar. The drink trade has made more out of hindering the war than any trade in the kingdom has made out of helping it. The brewers had to reduce their output from twenty-six to fourteen million barrels, but they made more money out of the lesser output, and got back a Treasury rebate of one million pounds in taxation.

In the United States of America last year, "the liquor trade consumed foodstuffs sufficient to feed 7,000,000 men for a year, required the toll of 75,000 farmers for six months to furnish these foodstuffs, engaged 62,920 wage-earners needed in legitimate industry, and exacted a heavy toll of life."

If, instead of encouraging our children and our men and women to eat less, we simply refused to allow any grain or foodstuffs to be used for the production of liquor, we would not only avert the destruction which commonly results from the consumption of liquor, but we would save enough grains to supply continuously the bread and rations for our own army and the combined armies of our Allies.—Miss Jeanette Rankin.

The enormous expenditure on drink—even if drink were innocuous—implies a corresponding abstraction of wealth from useful and beneficent uses. But drink is not innocuous. It is the most powerful and fascinating of all means of degradation and disease which unfortunate human nature can find to debase itself. Every medical practitioner sees illustrations of this almost every day of his life. The bishops have set us an example, and we of the medical profession have also our religious duties.—"The Lancet."

The trade uses seven million tons of coal. It requires one million cars and thirty thousand locomotives to haul rum's products.—Hanley, of Indiana.

The land in Great Britain alone that is devoted to the cultivation of grains for distilling and brewing purposes would make a grain bed a mile wide and long enough to reach across the Atlantic, and this in a land that produces only one-sixth of the grain it consumes. From twenty to thirty million dollars' worth of fruit formerly used for home-made English jams could not be preserved for lack of sugar. It takes 1000 trains every week of twenty cars, carrying ten tons each, to transport the trade in intoxicants.

The Brewers' Year Book for 1917 in America admits destroying 2,949,249,292 pounds of grain and two million tons of coal.

England's liquor bill for 1914 was £164,000,000; for 1915, £182,000,000; for 1916, £204,000,000; for 1917, £259,000,000.

Great Britain destroys annually, for brewing purposes, 70,300,000 bushels of grain, 1,600,000 cwts. of rice, 4,400,000 cwts. of sugar and molasses, and other foodstuffs too numerous to mention.