

CLAIMS THAT POLITICAL CAMPAIGN IN U. S. BIGGEST UPHEAVAL SINCE CIVIL WAR

Washington, Oct. 29—This is the biggest upheaval in American politics since the Civil War. In some respects it is a social realignment with a new grouping of classes, religions and sects and nationalities.

Nor is this a sudden evolution. It has been coming ever since the World War and needed only the torch of leadership to invoke all its elements and crystallize its militant sentiment. For eight years religious warfare and racial antagonisms, provoked in large part by the Ku Klux Klan, have bored from within the electorate, carrying the machinery of political organizations into the fray, until this year there is being reaped the harvest of animosities accumulated in state and municipal campaigns.

Contemporaneous with this seething of social elements has come for eight years the effort to enforce national prohibition. Like religion and class

controversies, prohibition touches the individual. Hence the campaign reveals individualism at its height, with the old issue of prosperity in an era of comparative luxury struggling hard for recognition along with such abstractions in politics as trusts, tariff and party regularity.

Religious Equality.

Despite the drive on the pocket book nerve, the issues that have remained paramount in this campaign are religious equality and prohibition.

In some states they are intertwined and it is difficult to know where one begins and the other ends. Prohibition, for instance, has had the staunchest support in the last eight years from Protestant churches and it is natural to find the full force of many church organizations lined up against any attempt to break down the 18th amendment or its purposes, while it is true that prohibition is a primary

cause for the shifting of voters, in some states it is secondary to religious strife.

The religious issue is not uniformly a matter of pro-Catholic or anti-Catholic just because Governor Smith is the first Catholic to be nominated for the Presidency. In some states the lines of cleavage had already been set because of previous warfare and hence the personality of the candidate is not a feature there. Nor is the capacity of the Republican candidate a consideration in these communities, where the desire to express a resentment against the opposition of other sects motivates the Catholics to support the Democratic nominee.

Perhaps a better way to epitomize the whole campaign is to say that it is pro-Smith or anti-Smith, with the fortunate coincidence that those democrats who wish to bolt their party have the consolation that they are not voting for a dyed-in-the-wool candidate of the traditional sort, but a man who served under a Democratic president and publicly recommended a Democratic Congress in 1918, and whose Republicanism was a source of much question in the contest for delegates prior to the Kansas City convention.

vention.

While the history of politics has shown that party regularity is the hardest thing to disturb, the shifting of votes in this campaign will be unprecedented. Even the split in 1912 of the Republican Party, with the issue of progressivism in the foreground, did not bring about the upheaval in both parties that Governor Smith and his proposed policies have brought to both the major parties.

And when the prohibition and religious issues have come down to the masses, they are not susceptible of fine logic or careful argument. It is an era in which reckless statement, innuendo and bitter feeling serve to inflame prejudice. Thus, while the intellectuals may argue about religious intolerance as something that is just as much a matter for criticism if a Catholic votes for Governor Smith solely on religious sympathy as a Protestant who votes against him because of religious antipathy, the discussion in the middle classes and below is much more simple and direct, is a Catholic eligible to the presidency, and if he is not, then there is no religious equality. It comes down in many communities to the stump speakers' taunt that "Cath-

olics are not as good as Protestants."

To offset this wherever he can Herbert Hoover has proclaimed his feeling that all religions are on an equality and that he resents any vote getting on his behalf which appeals to religious prejudice. But even with the radio and extensive space given by the newspapers in this campaign to political discussion, the far reaching effects of this one issue cannot be calculated. Indeed, in some states like Massachusetts, New York, New Jersey and Illinois, without in any involving the Democratic campaign management, the religious issue has been an asset rather than a liability for Governor Smith and the reduced Republican majority in many states will be directly due to the resentment, justified or unjustified, which many voters feel wherever they heard it suggested that one of their faith cannot possibly be elected.

The prohibition issue has been lost in the upper classes in a maze of constitutional arguments, some speakers asserting that a president has nothing to do with changing the present status and others arguing that, even if he did, he would find himself out-voted by Congress and three

fourths of the States. Governor Smith's effort to convince the electorate that he thinks Congress can stay within the Eighteenth Amendment and yet make a "Scientific definition" of alcoholic content, has not got much further than it was already in the groups which have contended right along that the Supreme Court would uphold a modification of the Volstead Act, prescribing a higher alcoholic content than one half of one per cent. The Governor's readiness to have an amendment to the 18th Amendment submitted has helped him somewhat with the voters predisposed to vote wet in the North, but has hurt him in the South. And, as for the masses generally, where prohibition may be a source of discontent, the governor's philosophy of wetness is sufficient, irrespective of the constitutional or legal machinery needed to bring about the change.

The emphasis has been shifting, however, since the start of the campaign. At first, prohibition carried many Democratic voters away, but in the last few weeks the religious issue and the aggressive nature of Governor Smith's leadership have caused a drift in his direction.

The strength of Governor Smith is such that any forecast of a landslide for either candidate is hardly warranted, for Republicans in most every state visited have conceded that the increased Democratic vote will make improbable such majorities as were given the Republicans in 1924 or 1920 even in preponderantly Republican states.

This is a close election and by that the writer means that it looks like a margin of 30 to 40 electoral votes for the winner.

(Tomorrow's despatch will survey the West and Middle West; the third despatch will deal with the South, and the fourth with the East and the fifth will present a forecast of electoral votes, and the sixth a prediction on the congressional situation.)

SOME FACTS ABOUT THE NEW FORD

Production and Demand for New Ford Exceeds All Previous Records

The manufacturing schedules of the Ford Motor Company of Canada, Limited, have been steadily built up until a new daily record for Canadian automobile production has been reached.

Despite this peak output, orders for the new Ford keep uniformly ahead of the rising tide of manufacture. It is therefore necessary to continue a high rate of production. To this end a steady flow of material from more than 335 Canadian sources streams into the Ford plants. And here, with more than 10,000 men on the pay-rolls (almost double the previous employment record) these materials are converted into New Ford cars.

Ford Quality of Manufacture Has Been Strictly Maintained

In the effort to build enough New Ford cars to meet requirements, no deviation from the high standard of Ford precision has been permitted. This standard, unbelievably strict, was set before the car was placed upon the market, and it has since been rigidly adhered to.

In the New Ford Car 40 different steel alloys are used. Each is chosen for the specific use for which it is best adapted. In the transmission gears alone there are seven different kinds of alloys. Likewise, the forged steel spring perches, hardly bigger round than a man's thumb, will withstand a strain of 15,000 pounds. This is 30 times greater than the strain put on them in ordinary use.



The excellence of materials used is matched by the careful precision of its manufacture. For example, the eight valve guides in every engine may deviate from perfection only by 1/30th of the thickness of the average human hair.

The simplicity and soundness of Ford design is unparalleled. Such manufacturing methods ensure a

high degree of satisfactory performance over a long period of years.

Ford Performance is the New Standard for Judging Automobiles

The rapidity of get-away and acceleration of the New Ford is a by-word. Its endurance, which

permits sustained driving at the higher speeds hour after hour, is little short of marvelous. The ease with which steep hills are climbed in high gear is equally as impressive. Shifting gears, steering and handling the car under the most trying road conditions are exceptionally simple. 25 to 30 miles per gallon of gasoline and remarkably low oil consumption give a worthwhile economy.

In city traffic and on country highways, the New Ford performs as well as and often better than considerably heavier and higher priced cars. In the light car field it is absolutely without equal.

By these marks of Ford performance other motor cars are being judged. It simply means that price is no longer the gauge of automobile quality.

Ford Beauty Is More Than Skin Deep

On the surface the New Ford car is all that you want it to be. Beautiful low lines, harmonious color combinations, sparkling nickel, sturdy steel spoked wheels and balloon tires all play their part in making this a car of graceful proportion and handsome appearance.

But its real beauty is invisible. The quality of materials; careful workmanship; correctness of design; the things that really matter—these are the points in which the New Ford is exceptional.

Windshield of shatterproof glass and a six brake system, fully enclosed, safeguard occupants in any emergency. Four efficient shock absorbers in conjunction with the best proven light car spring system, give matchless riding comfort. All models are completely equipped to provide the ultimate in comfort, convenience and safety.

FIRE ALARM LOCATION IN THE CITY

- 6 Argyle and York Sts.
- 7 Victoria Public Hospital.
- 8 Children's Home.
- 12 Westmorland and Aberdeen Sts.
- 13 Northumberland and Saunders Sts.
- 14 Brunswick and Smythe Sts.
- 15 Charlotte and Smythe Sts.
- 16 George and Northumberland Sts.
- 17 King and Northumberland Sts.
- 21 York and Queen Sts.
- 23 York and George Sts.
- 24 Queen and Westmorland Sts.
- 25 Brunswick and Westmorland Sts.
- 26 Charlotte and Westmorland Sts.
- 27 King and York Sts.
- 28 Saunders and York Sts.
- 31 Queen and Regent Sts.
- 32 Needham and Regent Sts.
- 34 Queen and Carleton Sts.
- 35 Brunswick and Carleton Sts.
- 36 Charlotte and Carleton Sts.
- 37 George and Regent Sts.
- 38 King and Regent Sts.
- 43 Aberdeen and St. John Sts.
- 44 Queen and St. John Sts.
- 45 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
- 51 King and Church Sts.
- 52 George and Church Sts.
- 53 Union and Church Sts.
- 54 Shore Street and Waterloo Row.
- 55 George Street and University Avenue.
- 56 Lansdowne and Waterloo Row.
- 57 Grey Street and University Ave.
- 112 Aberdeen and Smythe Sts.

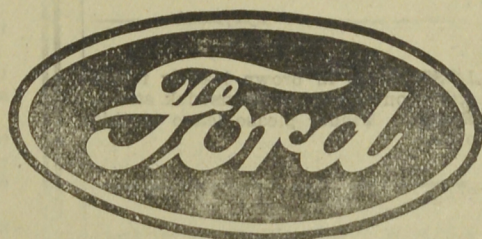
BRITISH FAMILY RE-UNION ARRANGEMENTS

The Canadian Pacific Railway are in a position to book wives and children of British Subjects at present resident in Canada prior to June 6th, 1928. The ocean fare is \$18.25 for adults and children over seventeen, and free ocean fare for children under that age, but does not include the rail fare in Canada.

Full particulars regarding this arrangement may be had on application to:

G. BRUCE BURPEE.
District Passenger Agent,
Canadian Pacific Railway,
Saint John, N. B.
-October 15th, 20th, 27th, 31st.

If you have not ridden in the new Ford car, or experienced the thrill of driving it, there awaits you the knowledge that car values have actually changed; that a really fine car has come into the light car field; and that values offered by the new Ford cannot be duplicated anywhere. Your local Ford dealer will prove these statements by demonstration.



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