



For Guardian Readers

From the W. S. Louson collection

MY WINDOWS.

Three windows in my House of Life Look out three different ways. One turns with wistful longing To the road of Yesterdays, And watches how the shadows Of the poplars, slim and tall, Point mute at remembered days And silence over all.

And one looks out with eager eyes Upon the Street of Now, And greets the passers up and down And greets them with a bow. The little street is frankly gay, With checkered shade and shine And busy too, with bustling joys That wait on me and mine.

The other window turns away From Yesterday and Now, And not a single backward glance Its vision will allow, Its gaze leaps out to hills afar; Its clear eyes purged from tears Up through the deathless pines can trace The Path of Coming Years.

And sometimes when the sun is down, And I am all alone, The little windows beckon me, For they are quite my own And seem to love me, every one, At each I stand and look, And read their little stories Like the chapters of a book.

The first one files and thrills me through With happiness, and pain; The next I'm drenched with star light, And then I'm splashed with rain But the other window draws me, And I smile through rainbowed tears, For I read a happy ending Down the Path of Coming Years —BARBARA YOUNG

Heiress Gives Up Income To Workers

LONDON, Dec 18.—Mrs Boeke, (formerly Miss Beatrice Cadbury) has asked the men's and women's councils in the works of Messrs. Cadbury Brothers, Ltd., Bourneville Birmingham to become trustees for the whole of her 28,000 shares in the firm and to administer the income therefrom for special international and philanthropic purposes.

Mrs Boeke is the youngest daughter of the late Richard Cadbury, one of the founders of the cocoa and chocolate manufacturing company, and it was under his will that she inherited the shares for her lifetime.

Mr and Mrs Boeke live in Holland. Mrs Boeke, in a letter to the work-people, thanked them for the many privileges that their unearned income resulting from their united work both mental and physical, has enabled me to enjoy. After explaining that the income was derived by inheritance, she added, "for some years now both my husband and I have felt for it increasingly uncomfortable as we thought about this condition of affairs. We, therefore, now feel it our duty voluntarily to surrender the privilege we have enjoyed for such a long time."

SWITCHMAN KILLED IN SYDNEY YARDS

SYDNEY, Dec. 18.—William Perrin, thirty-eight, a switchman, was run over and killed by two shunted cars in the Canadian National Railway yards here early this evening. Perrin is survived by a wife and seven children residing at McIntyre Lake, near Point Tupper.

CIRCULATION OF CANADIAN NOTES TOTALS \$251,372,746

OTTAWA, Dec. 18.—Dominion note circulation at the end of November totalled \$251,372,746. It was backed by gold to the amount of \$95,680,037 and further, by approved securities totalling \$120,669,432. The percentage of gold note circulation was 37.34. At the end of October it was 38 per cent.

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A campaign, more or less desultory, has been carried on for years by Canadian statesmen with the object of having the ban removed and the stigma attaching to the embargo was regarded as a serious matter by Canadians.

OTTAWA, Dec. 18.—Notice has been given in the Chamber of Deputies favoring the extension of the franchise to the women of France. The minimum age limit would be thirty.

French friends of women's suffrage hold the opinion that the recent narrow rejection by the Senate of the measure of suffrage passed by the Chamber in 1919 was tantamount to an invitation to

France Sends Token Of Gratitude To Canada

OTTAWA, Dec. 18.—There has just arrived at the Parliament buildings a very fine example of the work of Rodin, the French sculptor, who died a year ago. It is a bust on a pedestal representing a beautiful young woman, typifying the French Republic, and bears the following inscription: "Au Canada qui a versé le sang de ses fils pour la libération du monde. La France reconnaissante 1914-1918." (To Canada who poured out the blood of her sons for the liberty of the world. France grateful, 1914-1918.)

It will be recalled that General Foyelle came to Canada two years ago to present this bust, but it became lost in transit and he had to

substitute a photograph. The bust has now been placed in position, preserve towards the goal. The age qualification of thirty now proposed has been inserted to meet the objection that owing to the large preponderance of women over men, in France, too much power would be put into the hands of the women. If they were, initially, given the ballot at the same age as the men, while the vast majority of the women would be without political education.

SYDNEY, Dec. 18.—The Canadian Government ice-breaker, Stanley Harbor, this winter to keep the port open and to facilitate the shipping of coal, it is announced.

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GIFTS

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LOVELY MUFLERS
22 different patterns to choose from. Price \$1.00 to \$2.25.

LOVELY NECKWEAR
That will not crease, has exceptional wearing qualities and ties that will not pull out of shape. Prices 50c to \$1.75.

Men's Hosiery
Men's Hosiery in every color you could think of, in plain, ribbed and fancy clocks. Price 50c to \$1.25

Handkerchiefs
Handkerchiefs — warranted all pure linen, finest hand-embroidery — made in Ireland.

PRICED 50c BOXED

LOVELY SHIRTS MAKE LOVELY GIFTS
Our selection is very large, with separate soft or stiff collars. Prices \$1.25 to \$5.50.

OUR FYJAMAS
THEY ARE GRAND
In all the very latest plain colors and fancy stripes to choose from.

MEN'S FANCY SETS
Garters, armbands, braces. — Prices 50c, 75c, \$1.00 to \$2.25.

This is only a few of our Christmas Gifts, and we invite you to look over our selection. DON'T FORGET WE ARE OPEN EVERY NIGHT.

Men's Wear **J. W. ROBBLEE** Boys' Wear
135 GREAT GEORGE ST.
Charlottetown's Smartest Store for Men and Boys.

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We have not yet done with Chief Commissioner Campbell's report on the improved roads in Canada. Yesterday we showed from his report that only eight of the nine provinces had asked for federal aid in improving their road systems; that only one of them (Saskatchewan) beside Prince Edward Island, had decided upon building, or improving earth roads and that with a wider driveway than ours; and that in all the other provinces the material used was either gravel, or something better. They sought for something durable, if not permanent.

In the strict sense of the word no road surface is permanent. Macadam, tarvia, or gravel will wear out in time, but will last for many years where the traffic is not very heavy. Our people have had some experience with sections of road treated with a light coat of gravel which has remained in good condition, smooth and hard for a long period and requiring but little repairs or renewal. The Dominion specifications for a gravel road (14 inches depth of gravel in the centre of the roadway, sloping to 6 inches depth at 8 feet from the centre and less beyond that limit) makes a first-class gravel road such as we have never had in this province. Such are the gravel roads now built or under construction in Nova Scotia, New Brunswick and the other provinces.

A gravel road thus built requires but little attention or repairs for many years. An earth road requires constant attention from the time it is built, because its surface is cut up, broken and made uneven by the traffic, is washed away by rains and melting snow in fall and spring, becomes muddy after every summer rain, and when the frost comes in the fall, it is usually frozen in a rough condition, such as we are all familiar with. That is why the other provinces have so emphatically insisted that their improved roads shall be surfaced by a heavy coat of gravel or something better than gravel. And it is only the gravel, macadam or other hard-surfaced road that has any claim to be called permanent.

Yet, strange to say, it is in this province that strongest and most blatant claims have been made to permanency by ministers and their partisan supporters. Day after day at the last session of the Legislature they rose in their places to assert that our new roads were 60 to 90 per cent "permanent."

No such claims were made in other provinces where much better, more durable and costly material was used in road construction. Compared with our roads theirs are permanent; compared with theirs our roads are perishable, as well as narrow, muddy, and rough. The improved roads in the other provinces are built to endure. Here the Bell government roads are built for a day.

Of course a gravel road costs more than a dirt road. But think of what sort of roads they are. In all other respects as to formation and drainage they are equal to our own and from two to 12 feet wider than ours, and have 14 inches of gravel upon their surface. And yet these durable gravel roads in New Brunswick, to the extent of 769 miles, that being the mileage of gravel roads stated as agreed upon in that province, are being built at an estimated average cost of \$2,084 per mile. In long stretches these durable gravel roads in New Brunswick are being built at as low or lower cost than the dirt roads of Prince Edward Island.

Take Project No. 9, Penobscis to Moncton Road as an example. Here we have a stretch of gravel road over 74 miles in length, 24 feet wide, the estimated cost being \$52,000, or \$702 per mile. Or take Project No. 2, 125 miles of the Bathurst-Newcastle road, estimated cost \$125,000, or \$1,000 per mile, and a part of this is of the still highest grade of bitumen-macadam construction. Take again the Newcastle-Bathurst road, 42 miles, cost \$53,200, or \$1,266 per mile. Or the road from Sussex to Fredericton, 100 1/2 miles, cost \$151,500, or \$1,507 per mile. Or the Cape Tormentine Au Lac road, 30 1/2 miles cost \$50,000, or \$1,640 per mile. Or the Woodstock-Parth road, 47 1/2 miles, cost \$67,900, being \$1,429 per mile; or the Westfield-Oromocto road, 65 1/2 miles, cost \$88,460, being \$1,345 per mile. Other instances might be cited, but we have above mentioned projects covering over 500 miles of gravel roads in New Brunswick, which cost less per mile to build than our dirt roads in Prince Edward Island!

And all these gravel roads in New Brunswick are being built at a cost per mile less than our narrow roads in Prince Edward Island. Again we ask, Has the Bell government anything to boast of in their road policy. And further, we ask our electors whether they think they are getting value for the money expended? We do not think they are.

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This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions expressed by its correspondents.

Libellous Pictures
Sir,—I have just been looking at the Canadian Magazine Christmas number, and see therein some sketches in and around Charlottetown by a man named George Chairnaud.

In my opinion these sketches are intended to do much harm to Charlottetown and the Island generally—especially amongst intending tourists. They are a disgrace to the magazine and to the author. We all know that Charlottetown has some of the prettiest spots to be seen in Canada, whilst the sketches given would lead a stranger to think it was merely a worn out old fishing port.

I write this simply to call your attention to the uncalled for circumstances, which unless attended to, will be a great injustice to our extremely beautiful Garden of the Gulf.

I am, Sir, etc.
READER.
Charlottetown, Dec. 18, 1922.

The Temperance Plebiscite
Sir,—There is one feature of the plebiscite, to be taken on January 22nd, which temperance workers should particularly impress upon the minds of our people. Every one does not fully understand the real object of the voting. This should be made plain to all.

This vote, if a majority of the people of the province so declares, simply gives to us the right of self government in matters affecting the liquor traffic. A present prohibition, and the greatest assistance to bootleggers, is in the fact that liquor can pass through the province on import or export account, and our local Government and Legislature are powerless to prevent it. Only the Dominion Government and Parliament can do so. And they are willing to do so, if we ask them in this manner.

A majority vote does not of necessity automatically stop the import or export of liquor, but it gives to us the right to regulate and govern our own liquor traffic. It is the right to regulate and govern our own liquor traffic, and not the right to prohibit it. It is the right to regulate and govern our own liquor traffic, and not the right to prohibit it.

It puts our people in this favored position that if we want rum and rum rule, we can have it by electing that class of votaries to the legislature, but if we want temperance and sobriety, we will have it in our own power to deal with the traffic as we think fit and in our own way. Therefore it does not irrevocably fix anything but this, to make us free agents to govern ourselves by majority rule. To those sticklers for "personal liberty" which is the stock cry of the liquor advocates, this should surely commend itself, for it invests in us as a people a measure of personal liberty not hitherto enjoyed.

I am, Sir, etc.,
PROHIBITIONIST.

Tuberculosis in P. E. I.
Sir,—Once more I bring the above matter before our citizens and the need of a department of health in our province. For instance, notice what has been taking place in N.B. The minister of Health has signed the regulations making compulsory the pasteurization of milk in St. John on and after May 1st. The minister of Health also pointed out how Toronto milk dealers had protested against the pasteurization of milk yet since it has been done the alarming infant mortality rate of 140 out of 1000 has been greatly reduced. He also pointed out that the infant mortality of St. John at the present time was shameful and could be traced to two sources generally—water and milk.

Milk was a medium which conveyed tuberculosis, scarlet fever and diphtheria and such was a very serious consideration in death rates. If the death rate in St. John is shameful then our province must be dreadful with its highest rate of tuberculosis deaths in Canada and must call for a board of health department to deal with such questions as the milk and water supply. One has only to travel through our wells are near the barn or stables—and how new milk cows have been tested, let alone having their milk pasteurized, and also how many cattle etc are killed for home use which have never been tested as fit for human consumption. Then what about the milk sent to factories from cows which have been found suffering from tuberculosis? All of this reveals the need of a real live department of health. Let the citizens rally to the help of the Red Cross Society; but their work cannot take the place of a government board of health with a health minister who will not be bound or tied by party politics. In conclusion all who have the Superintendent of schools' inspection report must really feel that extra strong measures should be taken to remedy the sad state of health conditions in beautiful province, and the first and important matter is the institution of the board of health with proper penalties against breach of laws passed for the health of our province.

I am, Sir, etc.
ROBERT M. BRODIE
Vernon

mate consumer half the world lives and moves and has its being. The produce, be it of the farm, the mine, the sea or the factory is must find its way to the market before it can be converted into her cash. To reach the market it must pass through the hands of the local buyer who extracts the first toll. It passes over the railway which claims a proportion. Then another wholesaler takes charge and passes it over to the retailer who in turn hands it out to the consumer. Each of these has taken his bite out of the product and when it reaches the consumer there is little left. Putting it another way, the local dealer's commission, the railway charges, the wholesaler's commission and the retailer's profit added, to the price paid the original producer and the consumer pays the whole thing.

Out of these varied tolls taken up en route over half the world lives; schools, hospitals, churches, charities, amusements, travel, luxury—are all paid for out of the commissions and charges exacted between the point of production and the point of consumption.

Judging by what the original producer receives and the ultimate consumer pays it would appear that the intervening interests, important and necessary as they are, are maintained at a cost out of proportion to the rights of both producer and consumer. And yet it is these intervening interests that made possible the conversion of all our products into cash, that make employment possible, that make the industrial centres which offer us markets for our products.

Canada was a cheaper place to live in when the pioneer farmers produced what they needed in food and clothing, but it was a poorer kind of life and, without the distributing centres of trade could never have become anything but a pioneering wilderness.

The middle ground between the farm, the sea, the mine, the factory and the consumer costs much to maintain and the consumer pays for it all, but it is worth the cost; it may be hard on the consumer but we are all consumers; it is hard on the producer, particularly the farmer and the fisherman. The miner and the manufacturer have so managed affairs that they can demand their own prices. The farmers and the fishermen are still obliged to take what they get. Possibly some day these two also may organize a union and strike for higher prices. Then, what?

It is being alleged that the King government was behind the storm of telegraphic protests sent in from all over Canada against the receipt stamp tax which comes into effect January 1st. According to a high authority in Ottawa the tax will be imposed anyway and it is suggested that the protests were engineered for the purpose of increasing the government telegraphic revenue and the tax on telegrams. An addition of between \$5,000 and \$10,000 was secured by the government from these protests on the 13th instant.

GOOD SLEIGHING
The snowfall of Sunday night, like the mantle of charity, has covered many sins. The ruts and the sloughs of the Bell government roads are effectually covered up and prospects are good for a good Christmas week's trade. The sleighing is excellent.

INTERMEDIATE COSTS
The crumbs that fall to the producer and the ultimate consumer are small. The interest alone of which the national debt is greater than the national debt of only a few years ago Canada is today spending money at a rate before it was wholly inconsistent with means of raising revenue. Two must pass through the hands of members of the Cabinet, one accompanied by his wife, the other by his daughter, have been junking in Europe for the past few months at a cost to the taxpayers of Canada of several hundred dollars a day, several hundred thousands in the aggregate. Another, with or without wife or daughter, is having the time of his life in Australia; still another is touring in Switzerland in the guise of a delegate. To come nearer home, the recent visit to Charlottetown and other Maritime centres of Sir Henry Thornton, General Manager of the Canadian National Railway, had, at least to the eyes of our overburdened taxpayers, the outward and visible signs of unnecessary extravagance. A train of nine cars, only five of which came to Charlottetown, all fully equipped with sleepers, diners, chefs, stewards, etc., for the twenty of more officials accompanying the chief made up the costly procession. As special trains cost this visit to the Maritime Provinces is estimated to have cost the country at least a quarter of a million dollars, including the salaries of the party averaging not less than \$5,000 a year, besides the salary of \$50,000 to the General Manager himself.

Now this is not by any means a protest against Sir Henry's debut in Canada. He is the head of a great railway system, the greatest in the world and naturally he is entitled to his large salary, if he earns it, and to all the dignity due to his position, but we submit that in view of Canada's financial position today, in view of the taxation burdens of our people, the expense of this inspection tour, the first though it was, cannot be justified.

Under the late government when Gutelius was appointed Superintendent at a salary of \$20,000 a year, the Liberal press and Liberal speakers howled themselves hoarse at the "extravagance." Yet Mr. Gutelius made his initial inspection tour by ordinary regular trains, accompanied by only the Minister of Railways, Mr. Cochane, and two heads of departments. They put up at such hotels as were available and transacted their business at such places as needed their inspection. And, by the way, Mr. Gutelius on his first inspection tour saved the country \$150,000 by disposing of quantities of steel rails which had not been in use.

Everybody is preaching economy these days because everyone feels that Canada is drifting into excessive and unnecessary extravagance but such preaching will do little to stop such examples of official extravagance as they have been witnesses of during the past year.

Every true Canadian recognizes that the dignity and pride of the country must be maintained but they recognize also that meaningless and wasteful extravagances must be discouraged at a time when the country needs every dollar it can scrape up in taxation which is even now crushing the industrial and commercial life of the country. The orgies of extravagance indulged in by the present government since it came to office a year ago is simply appalling and the people will not tolerate it.

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