

THE CHARLOTTETOWN GUARDIAN

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FRIDAY, JULY 17, 1931

Statute Labour

At present the roads are covered with Lea heeled employed for their votes at the coming elections. For that purpose, and that purpose only, did Mr. Lea restore Statute Labour. Should, by any mischance, Mr. Lea be returned to office, there would be nothing to prevent him again abolishing statute labour which his Government describes as "obsolete." Meantime all those Liberals and Conservatives who have not been engaged on road work must derive as much satisfaction as they can from the fact that it is their hard earned money, paid the Lea Government, in taxes, that is being squandered among the Lea heeled.

The Beauharnois Deal

The evidence given by Mr. R.A.C. Henry, General Manager of the Beauharnois Company, before the special committee of Parliament which has the affairs of that corporation under investigation, shows how the sagacity of promoters and the influence of politicians may be commercialized quickly to the tune of huge fortunes, when public franchises are in the custody of such complacent Governments as that previously led by Mr. King, and that now led by Premier Taschereau of Quebec.

Mr. Henry did not invest a dollar in the Beauharnois project, but claims to have donated his engineering skill and knowledge of the Soulanges power potentialities, as the equivalent of cash on some undisclosed basis of computation. He declared however that he had been "backed" by Senator W. L. MacDougald, Premier King's close political friend, in forming the Sterling Industrial Corporation, which made application to the Federal Government for power rights in the Soulanges area of the St. Lawrence. Senator MacDougald's "backing" was represented, financially by \$10,000 in cash, and personally by the prestige his name and influence gave to the scheme.

In due course of time the Sterling Company, in which Mr. Henry had invested nothing and to which Senator MacDougald had contributed \$10,000, yielded each of them \$150,000 in cash, and 40,000 shares in the Beauharnois Company worth anywhere from a half million to a million dollars. These valuable franchises were originally owned by the public, but were granted away for the asking by the two Governments which held them in trust for the people. And they were granted away to men in close political touch with both Governments.

But the most amazing feature of Mr. Henry's evidence is his story of how he became Deputy Minister of Railways at the very time the Department was dealing with matters relating to the Beauharnois Company of which he was a shareholder, as well as Senator MacDougald. The story is thus recorded in the report published by the Canadian Press:

"Although interested in the Beauharnois scheme—his own company had been absorbed by this time—Mr. Henry became Deputy Minister of Railways and Canals in 1929. He told the committee. His relations with the company were known by Hon. C. A. Dunning, the Minister, he said, and by Sir Henry Thornton, president of the Canadian National Railways. He had first refused the post, but later accepted for one session only. He was urged to do so by Mr. Dunning, he said, because of his knowledge of Canadian National Railway financing and of a large programme of railway construction that was planned at the time. At the same time Mr. Henry retained his post of head of the bureau of economics of the Canadian National Railway. He resigned both positions in March, 1930, to become general manager of the Beauharnois company."

This, comments the Sydney Post, is only a small chapter of the record already built up in the course of the inquiry, but it is manifestly typical of the whole transaction. It is a case of the exploitation of public resources for the creation of private fortunes for individuals in favor with the Government of the day, conducted on a scale without precedent in the history of Canadian politics. The deal is one which demands a more searching probe than can be given to it by a committee of the House of Commons in the dying days of a Parliamentary session. It touches the honor of public men, the efficiency of Canadian statesmanship, the conservation of the national resources of the country for the people, and the maintenance of decent political ideals in the Dominion and Provincial Parliaments.

Compelling Trade

The United States is beginning to feel the effects of the Bennett policy. The New York Times opines that Washington must now realize that two can play at the tariff game, and that Ottawa at present holds the trumps. It is quite apparent that the time is ripening for a trade treaty between the two countries, based on protection for the major industries of each and preference for the Empire. According to the London Observer, the next election will result in a big Protectionist majority in the British House of Commons, and then the Ottawa Conference will be held with some prospects of a basis being found for an all embracing Imperial trade agreement which will help to restore the trade of the Mother Country, its Dominions, colonies and dependencies. Canada leads the way.

Not Five Cents

The Liberals do not believe in Provincial Governments being politically different from the Federal Government—then why should Conservatives? Vote for the Stewart candidates and have both governments in line.

Editorial Notes

Mr. Lea has adversely criticised the Bennett Government, then what consideration does he expect to get from the Federal Government should he be returned to power? Support Stewart and have both governments in harmony.

The Lea Government organ has not yet apologized for attempting to mislead its readers with respect to the new Australian treaty. Its statement that the Canadian farmers were being discriminated against was a pure fabrication, made out of whole cloth. The farmers' interests have been fully protected. The Lea organ knows it, but prefers to falsify its news headlines and persist in its contemptible campaign of abuse and vilification of the Bennett Government.

Here is an instance of Lea Government "economy." They hauled 2900 feet of lumber by truck from Charlottetown to plank the Bonshaw bridge at a haulage cost of \$4.00 a load or \$48.00 in all. The same material could have been sent from Charlottetown by water at a total haulage cost of \$7.50. But with the Lea Government spending hundreds of thousands and half millions yearly in its Public Works Department, and turning out cracked election highways at \$27,000 a mile, what's a few dollars more or less between political friends?

NOTES BY THE WAY

Britain and her Allies borrowed hundreds of millions of dollars in the United States to help carry on the war. Ninety-five percent of all this money was spent in the States for supplies, went directly in the pockets of the American people. It created hundreds of American millionaires and all classes of people, either directly or indirectly, benefited from its spending. A debt of this kind and with it every war obligation, except the payment of a reasonable indemnity by Germany, should have been entirely wiped out. Had they been wiped out immediately after the war the world might have been enjoying prosperity today, and a fruitful source of future arms and the chief obstacle to disarmament be non-existent.

It will take all the ingenuity of our Liberal critics to find holes in the New Zealand treaty concluded by the governments of Canada and the Southern Sister Dominion. If, however, they can find no holes in it they will declare that it is far inferior to that concluded by Mr. King and his Liberal government, but this will not worry the farmers or manufacturers of Canada or of New Zealand.

It is a safe bet that the Motley party accepts the "nervous indigestion" diagnosis of Ramsay MacDonald's complaint. Their appearance on the Opposition benches would hardly have caused an ordinary "internal chill" unless it were mentioned as about the heart.

A curious thing is happening in the politics of Quebec, says an Ottawa exchange. Mr. Houde, so-called Tory, is out preaching a gospel of radicalism denouncing plutocracy with a vehemence surpassed only by the crusading fervor of Mr. Mackenzie King in the long ago. He has become, in a fact, a sort of Quebec Lloyd George. Mr. Taschereau, on the other hand, supposed to be a Liberal, is hand-in-glove with the "Interests," fraternizing freely with the class Mr. King used to consider such a menace. Truly, so far as parties are concerned, there is nothing in a name.

In all Canadian provinces where hours, and fewer days, are lost as far as work is concerned, a really well balanced farm leaves little room for idleness, with its varied productions, its dairy industry, and its different stock. The work is constant, and for this reason more remunerative, in winter as in summer.

With Soviet Russia enticing many of Canada's industrial experts and men of science she is obtaining ammunition with which to further her industrial war against Canadian products.

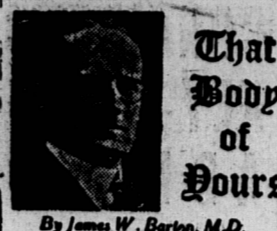
Recently a chief engineer with 20 years' association with one of Canada's basic industries (a mineral industry producing 80 per cent of the world's output), left for Russia. There his 20 years' experience will be employed to help establish Russia on a competitive basis with Canada.

Russia's buying of Canadian and American brains to further her industrial programme presents a problem which has yet to be solved. Seizing upon a time when many industrial plants in Canada are curtailing operations, Russia has been successful, by attractive offers of remuneration, in augmenting its staff of technical advisers. Unfortunately there is no embargo on the emigration of these experts, and any embargo on Russia's product into Canada avails but little in world markets.

There are Canadians with an inferiority complex who seem to think that we can do nothing as great or as mighty as our enterprising cousins to the south. The truth is that in the field of engineering this country's achievements rank not merely with those of the Republic, but are equal to the best that has been done by any country on earth. "Engineering," in London says, the Welland Ship Canal is, in many respects, comparable with the Panama Canal, and in respect of the height of lift of the locks, it is absolutely unique in the world. It is also unique in that it is crossed by 21 bridges. The undertaking as a whole is very much the largest single engineering work carried through in the British Empire for many years at least.

And now an eminent specialist comes forward with the advice that it would be a good thing for every child to have its appendix removed. Tonsils, appendix and teeth seem bothersome parts of the average carcass. Why not put science to work developing human beings without these worthless parts, as the orange without seeds was grown.

"Swank? I should say so! They chuck their old tins into our garden just to let us know they can afford salmon."



By James W. Barlow, M.D.

That Body of Yours

GETTING A DIRECT VIEW OF INTERIOR OF STOMACH

You have often heard of the use of the X ray in examining the stomach. A barium sulphate meal which makes a dark shadow, enables the physician to see the outline of the stomach, how it empties this material out into small intestine, and whether there is an ulcer or a cancer present. It also shows whether the opening from the stomach into the small intestine is large enough, because sometimes the scar tissue from a healed ulcer will contract or make the opening too small to allow anything but liquids to pass through.

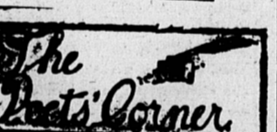
A couple of years ago, a photographic apparatus, an actual tiny camera was inserted into the stomach by means of a tube down the throat, and pictures of the lining of the stomach were thus obtained. And now a Russian physician, Dr. G. Belenky has discovered a method whereby the physician can look down the throat and actually see the lining of the stomach.

He has been able to do this by means of the oesophagoscope, an instrument that is used to inspect or see the lining of the oesophagus, or gullet, the tube that connects the throat with the stomach. This tube like instrument is first put down the throat, and then a smaller instrument which he calls the gastroscope, or stomach scope (gastro means stomach) easily passes through the larger tube right down into the stomach. The end of this gastroscope is provided with a rubber cap. This gastroscope is connected with the source of the electrical energy, from which the oesophagoscope or outer tube has been disconnected.

This method allows a direct inspection of the lining of the stomach; it has been used by Dr. Belenky for the last four years. Difficulty or complications were never encountered.

Now you can see that while the X ray method of examination will continue to be used, as it shows the shape of the stomach, rate of progress of the meal through the stomach, and the length of time it takes a meal to get completely out of the stomach, nevertheless this gastroscope gives the physician an exact and immediate view of the entire lining of the stomach.

It is certainly an advance in our knowledge of that necessary and busy organ, the stomach.



THE HEARTH FIRES

Oh, when I was in London Town I dreamt of Prairieland, And now I'm in Saskatchewan I'm thinking of the Strand. Wet pavements on the opera nights, Flowers, ladies, shining cars, The while the house-logs crack with frost beneath the winter stars.

For I have ridden prairie trails in smiling summer rain, But I have gathered blackberries in many a Surrey lane. By quiet creeks at fall of dusk I've heard the Whip-poor-will, Far cousin of the nightingale that sang upon Leith Hill!

The river-gods of all the world now wise wet heads, and say— Who drinketh of my waters I will call him back some day— And that perhaps is how indeed the happy strife began, The Thames, beneath the Cliveden Woods — the great Saskatchewan.

The river-spell is on me, and I know not which is best, The English home of childhood, or the love-land of the West. The pagan gods are double-tongued, to me a heavy part— I have two hearth-fires for my cheer, and a divided heart.

—Christina Willey.

Marie had been naughty at the dinner-table and her mother had sent her into the next room to remain until she was sorry for her behaviour. Marie cheerfully complied. As she made no expression of repentance, after some time had elapsed her mother called from an adjoining room, "Marie, dear, aren't you sorry?" There was no answer. On a repetition of the question, however, Marie replied, with a sweet and patient dignity, "Mamma, please don't ask me any more. I'll tell you when I'm sorry."

SELKIRK'S DIARY 1803-1804

(Continued)

The roads are very indifferent, mere bridle paths. No where the stumps rooted out, they might in some parts be passable for a sleigh in winter but scarcely anywhere for a cart in summer, full of deep wet places and as they go on in direct lines marked out by the compass, it is mere chance whether they go along swamp or dry land. When it chances to be dry it is tolerably good. In the swamps they are mere sloughs, except where bridges (i.e.) spruce logs are laid cross way to the road, close to each other so as to form a causeway for several years, but these when old, break, and are dangerous. In some places where paths have been taken, earth is taken out of little ditches on each side, and thrown on the causeway, if this is repeated Laird says, it forms a dry ridge and fixes before the logs rot. The bridges over brooks are similar, being just such a causeway supported on three large logs laid across the opening.

The roads are almost entirely made by the Statute labour and in the district of Cherry Valley in which are about 40 men subject to Statute Labour, the whole was employed on one causeway of about 250 yards long, and some additional labour paid from the general fund, thus a day's work was not 11-2 yard. This district includes all the settlements from the Ferry over Hillsboro River to Vernon River.

This swamp might have been avoided by carrying the road about 1-4 mile to one side,—but having been originally lined out by compass without previous examination and afterwards mended little by little, the line was fixed down, too much having been done to be sacrificed. What a loss that active woodsmen had not been sent to explore before the surveyor was sent out with his instruments.

Laird says that in three days he opened a mile of road, so that a sly might pass, but he is a particularly good axeman. There is but one good carriage road in the Island, from Charlotte Town to St. Peters (and that alongside of a navigable river) it was originally done by the military, and cleared of stumps from the first—I doubt if the Island will ever have good roads till they have funds sufficient to afford this to be done. Their patch work will always be botched and the Statute labour alone will never be able to make anything else, it may do for keeping in repair. There is not at present sufficient liberality in the Island to provide funds adequate for good roads. The idea has been stated of Gov't making an allowance out of the Quit Rents, which may be practicable and will do great benefit to the Island.

In the road from Vernon River, I passed a piece of land accidentally burnt a few months ago—i.e. in Spring or beginning of Summer—this frequently happens at that time—from the spreading of fires made by the settlers in clearing, or many other accidents—in Autumn there is too much moisture and the fire will not spread it runs along the ground, and burns up the dead wood, leaves, and bushes—the large trees are scorched, but retain their leaves, but next year get none and die. Laird said that in a year or two, the raspberry bushes and other underwood begin to get up and grow so thick as to choke every other growth, and by degrees renders the woods useless as to pasture. Near Charlottetown and at many other places, I afterwards saw instances of old burnt wood grown up in this day into a thicket more impervious than the original woods and the dead stumps rising out of the bushes or perhaps (if very old) decayed and fallen over—Laird thinks that if the ground immediately after the fire was sown with clover the grass would keep down the brush wood and the cattle being attracted from all sides would bring it clear, and that in this way might be cleared fully as well as by girdling—there would however, be the same inconvenience as in girdled land, that pasturing stock would be exposed to accidents from the falling branches. Even independent of grass seeds it appears to me, that fire might be made a useful instrument of improvement. Where the land has been burnt, 6, 8 or 10 years ago the old stumps appear as if they were ready for rooting out, and the help of the long lever of the stems may be got up easier than the stumps of chopped wood, is not so large as to have roots of much obstinacy, and might be grabbed out or perhaps burned again and in two or three years would come out with great ease. In this way these old burnt lands could, perhaps, be sooner brought into complete cultivation than any other. Or if cultivation were not thought advisable, there could be no danger on such twice burnt land from the falling branches, and the land by close pasturing would in some years

completely clear itself. It is admitted that close pasturing especially with sheep will effectually keep down wood. Yet I see many places in the Island, formerly cultivated, now growing up into young wood but this is because the fences are neglected. Cattle that are allowed the range of the woods are eager only after the grass, but if they were confined to a spot they would browse everything. To make a trial of this fiery principle of improvement, I have directed a cut to be made thro' the woods for stopping the communication of the fire and to cut off about 100 or 150 acres on Point Prim to be burnt and pastured.

OCT. 1804—This has not been done from apprehension that the communication of the fire could not be stopped with sufficient certainty and if the fire should have spread it might have done great injury to the buildings, etc. of the adjoining settlers, had the neighbourhood been unsettled the experiment might have been made.

Much of this is spruce wood, which has very easy roots, and will (I am told) grow in 3 or 4 years afterwards. Spruce generally grows on poor land, but here the land seems to be good, and the spruce prevails only because of the exposed situation killing the other woods. (To be continued)

The Public Forum

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

INFORMATION WANTED

Sir,—There is a report going around that when the Liberal candidates come to address the free and independent electors of French River, at the meeting next Tuesday evening, they will have with them a bodyguard of Provincial Police. We would like to know if this is correct.

I am, Sir, etc., RESIDENT VOTER.

QUESTIONS FOR MESSRS. LEA AND WRIGHT

Sir,—I am an elector in Fourth Prince, where Premier Lea and Hon. Mr. Wright are in very much need of votes. I voted for them before. I have right to know whether they stand for temperance or rum. If for rum why try to deceive temperance voters by pretending prohibition? If for temperance, why let down the bars to help bootleggers? Why was Inspector Clarke squeezed out of Borden; and by whose orders? Mr. Wright may say, I didn't do it; I was only looking on. What can Mr. Lea say; or can he say anything? Clarke was sworn to enforce the Prohibition Act. He was too good an officer to ease up on Liberal offenders who violated the law. True, they were Lea and Wright voters, but his job was not politics—it was to enforce the Act. And for no reason than that he fearlessly enforced the Prohibition Act against all bootleggers, no matter what party they supported, the liquor element of Borden and vicinity demanded his head upon a platter, and the order was obeyed.

Hon. W. M. Lea is the power behind the throne. Hon. Horace Wright is his political aide. They are responsible to this district for this act. Mr. Clarke's friends, and true temperance voters will hold them to it. They must answer before election day. Where do they stand? For us or against us?

I am, Sir, etc., LIBERAL PROHIBITIONIST, Kensington, July 13.

MORE ADVICE

Sir,—A writer in the Public Forum, July 13th, brings to notice a few points that aim at benefiting the Conservative cause. Having studied the conditions as they now exist, you must be able to judge for yourself. Are you, intelligent reader, one of those who went over to the Opposition in the last Provincial campaign? You left the party that always legislated and enforced laws that were enacted to serve the greatest good of the country. The Conservative Party never condoned infractions of laws to attain political ends. Of them, it may be truly said: "Fiat Justitia ruat cœlum." Attend the meetings soon to be held in your constituency and pay strict attention to the arguments advanced by the Lea Government to justify their actions. Try to learn what were the exact results attained by these legislators and executors of the law. Have they worked for the greatest good of the whole Province? Have they produced effects superior to those secured by their predecessors, or have they legislated to the end that they might be re-elected. You will hear the questions discussed at the joint meetings, and you will have the privilege

The Australian Treaty

(Montreal Star)

Essentially the new Australian treaty represents an effort to have trade follow the flag. Notwithstanding that for years Canada has been selling to Australia from four to six times as much as she buys from her, Inter-Imperial sentiment was so strong in the Commonwealth that a reciprocal arrangement was possible.

As compared with the previous treaty, the present one is infinitely more comprehensive. Whereas under the old arrangement Canada secured preferences in only some 28 items, and the British preference in only four, the Dominion now secures the British preference under 416 of the 433 items which comprise the Australian tariff. Important advantages, running up to approximately two shillings per hundred square feet as against the American product, are secured for Canadian lumber, which under the late treaty enjoyed no preferences whatever. Canned fish, notably tinned salmon, secures an increase in the preference accorded it of from three to six cents per pound. Canadian newsprint is to go into the Commonwealth free, while a duty of 4 pounds sterling (about \$20) per ton is to be imposed on imports from other countries.

As compared with the former treaty, the present one embodies some important general features. In the first place it is provided that in valuing an article the only freight rate which can enter into the total is the freight from the point of shipment to the nearest port of exit from the country. Thus the freight to be calculated on an article shipped from Montreal, would be the freight from Montreal to the New York State border, notwithstanding that the commodity might leave Canada by Vancouver. This concession removes an important source of objection to the old treaty. Another provision of importance is that the treaty cannot be revoked in whole because of disagreement developing over any one item. Both countries agree that neither will impose dumping duties against the other.

Australia's share of the treaty's benefits consist in a market for her tropical fruits, dried fruits, and sugar. She is accorded a tariff of five cents per pound on butter, comparing with the general tariff of eight cents per pound to other countries and with the rate of one cent per pound enacted by the King Government in the old treaty. She secures a preference on meats and, while the duty is higher than under the old rate in order to protect the Canadian producer, the spread between it and the general rate is increased so as to make the difference greater.

To sum up, the great gain for Canada in the arrangement is the advantage she secures over the United States in seeking to enter Australian markets. To quote a few examples: on lumber Canada will have a preference of \$5 per 1,000 feet board measure over the States; on unassembled motor car chassis the Australian rate on Canadian imports will be 15 per cent and on Ontario imports 32½ per cent; on assembled chassis the duties will be 32 and 45 per cent respectively; on canned salmon the Dominion will enjoy a preference of six cents per pound and on newsprint of \$20 per ton.

of demanding a reason for anything expenditure simply means that the done that was not for the country's taxpayers have been obliged to assume a heavier tax burden than was necessary to meet the ordinary expenditure, while a deficit has the contrary meaning.

Ordinarily the Finance Minister who can lay claim to a surplus, is acclaimed, while he who admits a deficit is derided. Such judgments on surpluses and deficits may or may not be fair according to the ability of the taxpayers to pay, but they should never obscure the fact that the greater the revenue collected in times of prosperity a surplus of revenue over expenditure may quite justifiably be commended. So in times of depression, the Finance Minister who has the courage to deliberately budget for a deficit is not of necessity to be blamed.

This final test of the actual burden of taxation is the amount which the national treasury collects from the people who pay the taxes directly or indirectly.

Taxation Decreased

(Journal of Commerce) Considerable confusion of thought or deliberate confusion in expression is an outstanding quality of opposition speeches in referring to the Bennett budget. Scarcely an address from the left of the Speaker falls to dwell with mournful emphasis upon the increased burden of taxation which the Canadian people will have to pay. The fact is that the anticipated revenue for the current fiscal year will be less than for the actual revenue for the past year by a very large amount.

Even though the expected revenue equals the estimated expenditure there will be a very substantial decrease in comparison with the previous. But in any case, it is revenue and not expenditure which measures the burden of taxation. The revenue represents what the taxpayers contribute. If the revenue is less, naturally the taxpayers have contributed less.

The methods of raising revenue may be increased and the rates of the various forms of taxation may be increased but if the actual revenue is less the taxpayers have by so much a lighter burden. Somewhat cognate to this notion is the fallacy of surpluses and deficits. A surplus of revenue over

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