

The Charlottetown Guardian

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TUESDAY, APRIL 10th, 1917

FINANCING FALCONWOOD

In its criticism of the expenditure on the Falconwood Asylum and Infirmary, the Patriot seems to have gone far astray. It says the total expenditure last year was \$80,000. The public accounts show \$59,251.67. The External Audit shows \$13,834.06 outstanding. The two together if all paid up would be \$73,105.73. How does the Patriot construe this into \$80,000?

This total of \$73,105.73, moreover, includes a balance unpaid on January 1, 1916 of \$7,161.90, which if deducted would leave the expenditure \$65,943.83, or over \$14,000 less than \$80,000. Further, the amount outstanding in Jan. 1, 1917 is abnormally large owing to large purchases of supplies in advance of requirement, sufficient to reduce the actual normal expenditure to the amount shown by the public accounts or less.

Another point to be noted is that when the books of the Department were closed on September 30, 1911, a large amount of unpaid bills was carried into the next year, probably as large as there was on this year. But the expenditure of 1916 covered a further service not covered by the figures of 1911, viz: the tuberculosis hospital erected and opened since the change of government, which further swells the expenditure of 1916 to a considerable extent.

Much ado is made by the Patriot regarding the increase in the expenditure on the Hospital. The increase from 1911 to 1916, five years under the Conservatives is \$10,829.49. The increase of the last five years under the Liberals, 1906 to 1911 was \$12,778.46 and that under normal conditions, the cost of supplies during that time increasing very little from year to year; whereas the cost of supplies during the past few years, as everyone knows, has enormously increased, owing to war conditions.

Another point attempted to be made by the Patriot was that the estimate for 1916 was exceeded to a large amount. That excess was merely \$4,051.67. Compare that with the excesses in former years under the Liberals. In 1908, the excess was \$2,985.51 in 1910 \$1,391.62, in 1911 \$1,922.18—and that too under most favourable conditions, when probable expenditure might very accurately be anticipated.

The Patriot suggests that the differences it shows in the expenditures are evidences of graft. If that be so then what of the differences during the Liberal regime of very much larger amounts when there was not the same excuse in the enhancement of prices due to the war?

We would particularly draw the attention of the Editor of the Patriot to the important and noticeable feature of the receipts of the Asylum during Liberal rule, viz: that every election year as they occurred there was a marked and very noticeable decrease of receipts in those years. This was an unailing occurrence which cannot be explained only on the hypothesis that the receipts of the institution in those years were diverted to improper purposes.

A PROMISING SCHEME

The Halifax Branch of the National Service League has enlisted the co-operation of the merchants of that city in a scheme which promises far-reaching results and one also which might well be adopted in other cities.

Through this scheme the merchants have agreed to purchase a ton, a half ton or a quarter ton of fertilizer—as his means will permit—and send it to some farmer who has the acreage ready for cultivation, knows how to cultivate it and who is willing to increase his production but may not have the necessary fertilizer. The farmer agrees to repay the price of the fertilizer in the fall from the products of the land at certain fair prices now fixed by Principal Cumming of the Truro Agricultural College, or if the prices be higher next fall, at the then ruling prices.

Principal Cumming is already in communication with a number of farmers who desire to avail themselves of the opportunity of getting their fertilizer on the above terms and it is expected that all the fertilizer thus made available will be taken.

The scheme looks good both from the merchants and the farmer's standpoint. Increased production by the farmer invariably means increased trade for the merchant. The relation between the merchant and the farmer should be one of more than mere buying and selling, it should be one of mutual helpfulness. Such a relation would also be one of mutual profit.

In our province the majority of our farmers are well able to buy all the fertilizer they can use and they will do this and will carry their production to the highest possible limit without any outside assistance or advice. But there are many who cannot do this and it is through these latter that any considerable increase in our production must come. It is to the farms that have hitherto been poorly worked,

poorly fertilized, poorly managed that we must look for increased production.

One of the greatest obstacles in the poor farmer's way is want of fertilizer. His barnyard manure is sufficient only for a few acres, and his means will not permit him to supplement it with commercial fertilizer. A little assistance such as that offered by the Halifax merchants would enable many farmers to add several acres to their producing area and, this multiplied by many, would add very materially to the sum total of the Island's production. There are other needs as well that prevent the farmer, who is barely making ends meet, from increasing his yearly production. He cannot get far enough ahead of the game to make necessary improvements, to procure better stock or better seed and he merely drags along year after year on a treadmill that gets nowhere and that he steps off, prematurely old and worn out, just where he got on. He has added little to the world's wealth because of circumstances over which he had no control. Had he been given some little assistance up some of the hills he had to climb, his labour would have left him a yearly increasing surplus instead of barely meeting his expenditures and the whole production of the province would have been increased by so much. As there are many farmers thus situated the little assistance given to each would result in a very substantial increase in our total yearly production.

The present prices of foodstuffs indicate very clearly how near we are to the line of actual want, the line beyond which we cannot go without serious consequences both to ourselves, to the Empire and to civilization. It is up to those who are in a position to do it to see that no farmer is held back by causes which a little help could remove. Many countries have Farmers' Loan Associations through which they can obtain necessary temporary assistance which can be easily repaid out of the resulting increased production. We have no such organization here but if we were to adopt, in some form, the principle adopted by the Nova Scotia merchants and farmers in mutual helpfulness it would go a long way in increasing production which is so essential at this time of stress and strain.

A SINISTER MOVEMENT

Day by day the Laurier-Nationalist alliance in Quebec grows more bold and active. The latest example of its work, writes an Ottawa correspondent, was seen in Quebec East, Sir Wilfrid's own constituency, where Armand Lavergne, Bourassa's chief lieutenant, and Lucien Cannon, Laurier's protege and candidate in Dorchester, appeared on the same platform to denounce conscription in particular and the Borden Government in general. We are told by the press reports that the meeting was attended by three thousand people, and that a resolution condemning conscription was unanimously carried. Both Lavergne and Cannon appear to have excelled their previous records of hostility to Britain and the Borden Government. "The danger of conscription that is now appearing," declared Lavergne, "is the natural consequence of our conduct when we conspired to kill the liberty of a nation which had done nothing to us." He proceeded to denounce England for its conduct towards Irishmen. He denounced Italy for having tortured Poland. He denounced Italy for having spoliated the Holy See. He denounced the Allies for violating the neutrality of Greece, while professing to fight for the neutrality of Belgium. And, finally, he denounced the "Ontario Boches" for trying to banish the French language while permitting the teaching of German.

Lucien Cannon, who followed, recorded himself against conscription and proceeded to disclose the real object of the meeting by declaring his opposition to prolonging the term of the Borden Government. "It was time," he said, "to say that Canada in this war had done enough."

Canadians in other parts of Canada, whether they be Liberal or Conservative, may well ask themselves how it comes that three thousand people can be found in Sir Wilfrid Laurier's own constituency to listen to and applaud such blackguardly, disloyal talk. Is this the result of forty years of Laurier leadership in Quebec? Also, English-speaking Canadians may rightly inquire why it is that Lucien Cannon, Sir Wilfrid's official candidate in Dorchester, is appearing on the same platform with Armand Lavergne denouncing conscription and demanding a general election. The answer to these questions, the only answer there can be, exposes a sinister alliance between Laurierism and Nationalism in the Province of Quebec.

NOTES

—Canada's wheat yields per acre for the past six years has averaged 21.78 bushels which is 5 bushels an acre more than the United States and nearly 2 bushels more than France for the same period.

Germany's campaign of falsehood is mainly carried on about events at a distance. The misrepresentations are therefore not readily despoised except by their own obvious absurdity. It is well, therefore, when the Berlin Government circulates false stories about things and occurrences within our own knowledge. When the Hun declares that Canadian officials indulged in drunken excess and maltreated the passengers upon the Frederick VIII, while she lay at Halifax, it is possible to expose the mendacity of the yarn. Just so Germany has been broadcast with printed matter showing how innocent German citizens have been hounded and done to death on the streets of Canadian cities.

THE BLIGHT THAT SHAMES.

SIR.—Is it not true, Sir that we are looking about us for some inducement and some attraction to keep our young people, (who are the very bone and sinew of a country) in our own Province?

Is it not also true that we are actually floundering for a solution to this problem and closing our eyes to the greatest order of things that has yet been introduced: I refer to Motor Trucks, Motor Tractors and Automobiles.

Young people who are worth their salt are not satisfied with the methods in vogue fifty years ago—they read enough to know that other places have more progressive methods. Every young farmer is enjoying the conveniences and comfort of city life on the farm—they tell how the country is off-setting the lure of the city. They tell how and why young people are becoming satisfied on the farm and contented in the country.

The automobile has done more to revolutionize country life in other places than anything yet adopted. It enables those who reside fifteen or twenty miles from town to visit the city on business or pleasure—it enables them to attend church, agricultural meetings and lectures, political meetings and social functions. It affords to those who work hard the necessary relaxation and enjoyment. It elevates farming from drudgery to a congenial, healthful and profitable occupation.

It is safe to say that more than 95 p. c. of the farmers who have travelled extensively outside this province are in favor of motor trucks, motor tractors and automobiles, because they have seen their value demonstrated elsewhere.

Is there anything more pitiful than the man trying to stem the tide of progress? He is perfectly content to see the very cream of our young manhood desert the farm on account of his antecedent tendencies and stagnation. He would rather use a wheel barrow than a motor truck—because it is safer, and perhaps after all more becoming.

It is doubtful if 5 p. c. of those who are opposed to autos, are so on other than purely selfish, personal or political grounds. Some are afraid of the competition they might bring, overlooking the benefits they would be to them. Others are opposed because, after all weren't their fathers before them opposed to autos, so they allow the will of their forefathers to dominate their intellectual being, and possibly endeavor to force upon posterity the product of their fertile (?) brains. How long would such men be listened to in progressive agricultural provinces of Canada?

To illustrate how young men feel towards the introduction of Motor Trucks and Automobiles, it should only be necessary to cite some cases that have come directly under my observation. The cases referred to were those of soldiers fighting in the front line trenches in France. One appealed: "Dad, for goodness sake use your influence to have the cars and motor trucks run on the Island. I am ashamed to say that I am from Prince Edward Island, because as soon as I admit it I am invariably deluged with jests about our prehistoric propensities."

This bright, ambitious, college youth who is willing to sacrifice his life for his country, is in reality ashamed of the land of his birth, on account of the old-fashioned views of a small minority, who wish to dominate the majority.

I also know of two more instances where young men at the front intimated that they saw letters in the Island papers in favor of motor trucks and automobiles, and who implored their parents to do everything possible to have the present farcial law repealed.

Is it not pathetic, when one realizes that these young men who are fighting the enemy of civilization on the battlefields of Europe, are imploring their dads to fight the enemy of progress right at home.

There is little doubt that Prince Edward Island will witness a pitiful depopulation of young people if the present state of affairs is not quickly remedied. This is the young man's age, and it will be sad thing if we older people should not really force this depopulation by our legislative measures.

Yours, etc., CAPE TRAVERSE.

DAILY SELECTIONS FOR GUARDIAN READERS. Furnished by W. S. Louson.

WANTED DEEDS. Nothing is more worth while in this world than encouragement. No mission is more divine than the encouragement. In no other way can we do more good than by going about, speaking words of cheer.

There is an old story of a fireman who was climbing up a ladder amid smoke and flame, trying to reach a high window, to rescue a child from a burning building. The man had almost gained the window, but the heat was so intense, and the smoke so blinding, that he staggered on the ladder, and seemed about to turn back. A great crowd below was watching him with breathless interest and, seeing him waver and hesitate, one man cried, "Cheer him!" The cheer nerved the fireman anew of his heroic task, and in a moment the brave fellow had entered the house and soon returned, saving the child.

Eastertide and New Spring Goods

You will want something for Easter. For the Ladies we have new Easter Neckwear, New Gloves, Easter Waists, Easter Hose, Easter Handkerchiefs, Easter Veils, Easter Ornaments, Easter Hand Bags, Easter White Lingerie, Easter Millinery, Easter Hats and Bonnets for the Kiddies, Easter Coats for Mother or Miss, also for the small Children, Easter Suits and Sport Coats, Easter Silk Coats.



Butterick Pattern

Prepare for a Rainy Day

Don't get caught without one of Paton's Slicker Coats and Sport Hat to Match, they are dressy and in order for April showers.

For Husband Brother or Friend

Classy Ties, the very latest as worn in New York, in all the different styles 35c to \$1.00; also Easter Gloves in Suede and Dogskin, extra special bought before the big advance. Easter Shirts, Easter Umbrellas, Special showing of Men's High Class Ready-to-Wear Tailored Suits at \$10.00, \$14.50, \$18.00, and \$20.00. Buy your Spring Overcoat and have it for Easter. We have fine black Cheviot Overcoats with or without silk facings, \$10.00, \$13.50 and \$15.00.

"In Spite of Everything"

Also dressy Oxford Grey Spring Coats and Slip-on and Balmacaans in the latest Tweeds. Also probably the best showing of Men's Guaranteed Raincoats east of Montreal in Paramatta and Tweeds. And by express this morning a choice collection of fifty of the latest shapes in Men's Sport Hats and Caps. See our Western Window for samples.

PATONS LIMITED

TO GET RID OF FENCES

Sir,—With the world literally on the brink of starvation, is there any justification for allowing thousands of acres of fertile land to be untilled? Our roadways are in general sixty feet wide. The road proper, or vehicle track, is about twenty feet. This leaves forty feet, say twelve yards. A mile of roadway would give more than four acres of cultivable land. Why not have this land made productive for pedestrians. Remove scrubs and runts from the roads by making each man responsible for his own animals. The fences could then be taken away, and each farm cultivated to the wheel track.

Again, what a relief this would be to our overburdened farmers! The cost and labor of fencing is enormous. If the present out-of-date law relating to domestic animals be abolished, we shall soon be without a stick of timber. It will all be cut down to fence out scrubs and runts. Why should we have a law that allows one man to infringe upon the rights of another? Why not let the aged man, the poor man, or the widow, cultivate their land, in peace, without being tormented to death by other people's animals? No wonder we have vacant farms. And we shall have them so long as Farmer Foggy dominates the electorate.

I am, sir, &c., FAIRPLAY.

NANTUCKET VS. P. E. I.

Sir,—It was with considerable amusement that I read the letter in your paper about Prince Edward not being the only "Island" that won't have the auto to run over it, and then to read about Nantucket being the "Island." Now, I want to say that it is true that Nantucket is an island, taken from a geographical point of view, but not in the sense that is meant in the case of Prince Edward Island, or any other island that is taken and recognized as a province, state, or nation. I would like to ask "Safety First" if he or she would think of comparing Panmure, George or Indian Islands with the Counties of Prince Edward

to which they belong? It is just as absurd to compare Nantucket with Prince Edward as it would be to compare these small islands with the counties as a whole in which they are located.

The length of the island as given is correct, also the population, but as to the one town and several villages I would like to state that I believe this is misleading to most people on P.E.I. who have read it, as one is apt to think that these towns and villages were something like the towns and villages on their own Island. Now, I would like to say that of the fourteen counties in Massachusetts, Nantucket is so important(?) that it is the only county whose town and villages are not mentioned in any tabulated list of population of towns and villages of Massachusetts found in directories, etc., while even the small places of 162 and 152 population such as Gay Head and Gosnold respectively in Dukes county, which is right next to Nantucket and also an island, are mentioned.

Now, as to the Islanders objecting to the auto running on Nantucket, I would like to inform "Safety First" that the majority of the real Islanders favor the auto, they knowing only too well that it would be a help to them in getting their goods to market, but the island is "summered" mostly by a middle class of people who with the help they leave in charge of their places for the winter the poor class, but these middle class who if the auto were allowed could not maintain the Social Level with the neighbors as they are now able to that object.

If the Island was of any importance to speak of the auto people of Massachusetts who are overwhelmingly in the majority could pass a law through the legislative branches of the state and have the auto run any time they wanted to there. The reason this has not been done is as I have said, it is of no importance to speak of, and the auto would perhaps be used by only a few people. Now Prince Edward can not be classed with this, as the Island is of importance and one of the provinces of Canada, and not an isolated

place like Nantucket. I am, sir, etc., NANTUCKETER. Fall River, Mass. (Examiner and Patriot please copy)

REPLY TO "V. H. T."

Sir,—I have just read with amazement the letter of "V.H.T." of Dur. staffage, in your paper of March 30th, in which she states that it cost \$10.00 per hour to repair an automobile with mechanics and machines. Will you please inform me if this is really true. Being in the automobile business, and getting 60c per hour for a strictly first class mechanic, I would consider starting for P. E. I. to open a sub station there. I really think that "V.H.T." is looking backward at the automobile question. There are farmers and farmers here in New Hampshire who own horses and cars, too. Cars which they use for light deliveries during the week, and for pleasure on Sundays and holidays. What kind of automobiles do you run down there when it takes 12 sleighs to pull one out of shell ice? Sounds good for the car and makers. Get on the Band Wagon of Progress. "V.H.T." and ride, and rest assured we will find something less expensive than horses for fertilizer.

I am a native of P. E. Island, and I cannot remember of having snow, ice and mud twelve months of the year. You have seasons as well as we, and I think P. E. Island has been the butt of ridicule long enough on the automobile question. If the farmer could only realize the revenue that tourists would bring in during the summer season, they would have had cars running long ago. Thanking you for your space, I am, sir, etc., GRANITE STATE. New Hampshire, April 2, 1917.

SCOTT'S EMULSION

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Easter Footwear For All. In the Newest Spring Styles. Ladies kid and patent in Medium and high cut. Men's Vici patent also Gun Metal with the new Neolin sole. Buy your Easter Hosiery here. GOFF BROS. First class repairing room at the rear of the store.