

THE CHARLOTTETOWN GUARDIAN

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FRIDAY, APRIL 16, 1926

THE CARFERRY P. E. ISLAND

Questions asked in the House of Commons a few days ago by Mr. John A. Macdonald, M. P., for King's, relative to the Prince Edward Island Railway brought out some interesting information regarding the Car Ferry, Prince Edward Island.

During the year 1925 the total tonnage of express, mail and other freight carried by the car ferry outward from Prince Edward Island was 73,590 tons for which the sum of \$637,558.65 was received by the Railway.

The total number of passengers including auto cars, baggage and equipment travelling outward from Prince Edward Island by the car ferry via the C. N. R., during the year was 33,865 from whom the railway received \$161,636, making a grand total of receipts from the car ferry alone for freight and passengers of \$799,195, a very considerable volume of business for outward traffic alone.

The total net cost of operating the car ferry for 1925 was \$178,922.28 all of which is charged to the P. E. Island branches. This shows a very substantial surplus in favor of the car ferry.

When it is remembered, as stated in yesterday's Guardian in commenting on Mr. Macdonald's questions and the answers thereto, that the gross cost of operating the Canadian National Railway is \$9,696.48 per mile and that of operating the Prince Edward Island branches is only \$2,875.33 the conclusion is forced upon us that Prince Edward Island is not receiving the railway service it is entitled to and which its railway and car ferry are earning.

At least half the railway mileage of the province is still narrow gauge as to track and the whole mileage is narrow gauge as to equipment and service. We are justly entitled to a better service.

At present, when the rights and the grievances of the Maritimes are being discussed in serious earnest, Mr. Macdonald did a good service in securing the information he did in reply to demands for a better service we have. In the past at least been met with the statement that the Prince Edward Island Railway is being run at a loss of from three to five hundred thousand dollars a year. A close analysis of earnings and the operating cost of the Railway, including the car ferry, would at least reveal the fact that we are paying well for the service we are receiving and that we are by no means receiving the service we are paying for.

AN ELECTION SESSION

The present session of the Canadian parliament is, as was to be expected, an election session, that is a preparation for the appeal to the country which may be precipitated almost at any time but, to prevent which, all the tactics known to the wily politician will be taken advantage of.

The work of the session so far, and it may be expected to continue has been, from the Speech from the Throne to the present, propaganda, pure and simple. Note the avidity with which Premier King and his Minister of Defence, Hon. E. M. Macdonald acquiesced in the proposed investigation of Maritime grievances. In words they were all things to the Maritimes. They would adjust every grievance, strictly in words, but they appointed a Royal Commission for the sole purpose of putting off the day of adjournment. And they were plainly estimating had at once to be abandoned in favor of other business.

the party doing the wrong and the party wronged, and the only solution is to right the wrong. The legislatures of the three Maritime provinces have unanimously and plainly presented their case, have told the federal government what is wrong. It is now for the federal government to act upon that information or to say that the information is not correct, then the people of the Maritimes will be free to take what measures they see fit.

This is only one instance of the way the session is being used in preparation for the evil day. Senator Rufus Pope speaking, the other day on the Interim Supply bill, warned the Senate that unless there was "a radical change in the present method of government by intrigue and corruption, responsible government as now known in Canada would witness a remarkable alteration."

He compared the Speech from the Throne to an auction advertisement, bargains for all comers, a bid for the votes of the people.

Statistics are being ground out at Ottawa professing to show the growing prosperity of the country, the immigration pouring in, a reduction in taxation, a rectification upward or downward, of the tariff as the people may ask for it and, in short, all that any country or any States manufacturer has in mass production for the very large and exclusive home market at his doors. That is quite understandable and must be admitted as valid. But does the advantage amount to the difference of price on the two sides of the border line? Some of the other explanations put forward by Mr. Kaiser need to be explained. But if, as he says, the net profit on the turn-over in building cars in Canada is less than one per cent., it cannot be called exorbitant.

The unanimous vote of Parliament in adopting Mr. Black's resolution is summed up in a headline of the Halifax Herald thus: "All Parties United to Solve Maritime Problems." And it may be said that when all parties in the present Parliament thus unite there is something really quite wonderful in their unanimity. We had thought they might never agree about anything. Now that they have agreed the next important thing is to get on with the job and solve the problems. Let the Royal Commission get to work.

EDITORIAL NOTES

"What is the difference between summer and winter?" asked the conundrum-monger. "There's snow difference" replied the punster.

No one has broken through the ice on the rivers yet, the event which usually warns the public that ice-travel is done for the season.

April is a month of notable anniversaries. Ypres, Vimy, St. George's Day. The local Royal Chapter I. O. D. E. Also celebrates its 25th anniversary on St. George's Day, April 23rd.

Machinery for fishing up the section of pipe lost some time ago in the oil well on Governor's Island has arrived and boring operations are expected to be resumed shortly. Boring for, as well as finding oil, has its difficulties.

The impotence of the King Government to conduct the parliamentary business of the country received a further demonstration on March 18th when the House was in committee considering the estimates of the Customs Department. The vote for salaries and contingent expenses of the different ports of the Dominion naturally in the light of recent revelations drew a fire of well grounded criticism and justifiable interrogations from the Conservative benches and of such an unsatisfactory and evasive character were many of the replies characterized by Mr. Bovin, who was in charge of these estimates, that Sir Henry Drayton moved that the Chairman should leave the chair. The passage of this resolution meant that consideration of these estimates should not proceed any further and the Government resigners who took part in the discussion. What has a Royal Commission to do with the matter? It is a question solely between the government and the people, a question between

Notes by the Way

Only a multi-millionaire can have an income of a million dollars a year. Yet there are 74 men in the United States who were classed as million-dollar men in the United States last year. Nobody knows who is the richest man in the world. What is known is that there are not so many who have a million a year now as there was a few years ago. In 1916, the middle of the war period, the maximum number of 208 persons in this class was recorded. The lowest number since that date was 21 in the year 1921.

As a matter of course a few of these very rich ones have incomes of two to five millions or upwards, but men of unlimited incomes are subject to many of the ills and limitations which fall to the common lot of mankind. They do not as a rule live longer than other men or have better health or more sincere friends. One of their number committed suicide the other day. It may be doubted whether they are any happier than their fellow men whose incomes are comparatively modest. And, to do them justice, many of the very wealthy are among the foremost in good works for the benefit of their fellow men.

It goes without saying that motor cars and trucks for use in Canada should be made in Canada. The factories give employment to home labor and the work people so employed spend their wages for the support of their families at home. This is good for domestic trade and keeps both the money and the people in the country. But just why it should cost \$150 to \$200 more to build a low-priced car in Canada than in the States is something that should be better explained than it has been.

Mr. Kaiser, an Ontario member, undertook to explain it in Parliament not long ago. He pointed to the advantage which the United States manufacturer has in mass production for the very large and exclusive home market at his doors. That is quite understandable and must be admitted as valid. But does the advantage amount to the difference of price on the two sides of the border line? Some of the other explanations put forward by Mr. Kaiser need to be explained. But if, as he says, the net profit on the turn-over in building cars in Canada is less than one per cent., it cannot be called exorbitant.

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The Maritime members have agreed that every effort shall be made to place before the Commission all possible facts bearing upon the situation. They did not want a Commission, fearing that it would cause delay, but they stand ready to co-operate with it and give every assistance, provided, as Mr. Meighen has said, that there be no time or money wasted in procrastination. Needless delay is the one greatest fear of the aggrieved provinces who have suffered so long.

There have been so many costly commissions under the present regime with no useful results that the people have grown suspicious of them. What came of the long and costly investigation of ocean freight rates? Year after year an array of measures have been promised in the speech from the throne at the opening of Parliament only to be thrown into the waste basket at the session's close. Senate reform was one of these. It was declared to be urgent and important then and forgotten before a year had passed.

A committee of the House has been for months past probing into customs scandals and defaults. That committee may report some day, but what assurance has the country that any really effective action will be taken upon its recommendations? None whatever. And equally unpledged is the Government as to carrying out any recommendations that the Maritime Grievance Commission may make.

APRIL 16.—No undertaking is too great to discourage you, and you are usually able to carry your schemes to completion. You will listen carefully to the advice of others, and just as carefully pursue your own course. Your home life will be very happy. Curb a tendency to fault-finding and remember not to "bear and forbear."

That Body of Yours

By James W. Burton, M.D. OXYGEN DEBT

Another point about the body that you were taught in your physiology class was that the muscles when worked developed heat just as did an engine. Now the muscles developed heat all right, but the more recent research work would seem to show that the muscle is not so much a fuel or heat engine when it works as it is a sort of a chemical machine. It was formerly thought that when the muscle contracted or worked that it used up the oxygen that being breathed into the lungs. It is now learned that the oxygen doesn't really cause the contraction directly. The muscle has within itself a sugar substance which when the muscle contracts supplies food and energy, as it were for the contraction, by manufacturing a special acid. Afterwards most of this goes back into the form of sugar, by the action of oxygen coming to the muscles by the blood stream.

If enough oxygen doesn't come to convert the acid into the sugar substance in the muscle, then the acid remains there until enough oxygen does come. In other words your muscles can do an enormous amount of work for you despite the fact that your lungs are not really supplying enough oxygen for that work. But you have done the work then you need the extra supply of oxygen. This means, as someone has aptly put it, that your muscles can go into debt for oxygen.

Two Yale research men were able to show that an oarsman may exert a power that exceeds by 30 to 60 percent, the amount of oxygen actually used during the race. He thus "draws heavily on his credit" and must take in enormous quantities of oxygen for a time after the race. The unfortunate fate of a number of athletic contests is that at the rest period in football, hockey, or other sport, the players will crowd into a little stuffy hot room instead of resting in a well ventilated room, and catch up somewhat on their oxygen needs.

The same applies to you when you have been working hard at any form of exercise. When you rest, try to secure all the fresh air possible. It will get rid of the "tiredness" for you in a much shorter time.

Daily Selections FOR Guardian Readers April 16, 1926

THE LORD'S SIDE.—Then Moses stood in the gate of the Lord's side; let him come unto me. And all the sons of Levi gathered themselves together unto him. Ex. 32:26.

PRAYER.—O Lord, enable us to prove we are on Thy side.

MERELY A SUGGESTION If you found that grumbling hasn't paid you well, if you've found men weary of the grudge you call, if you haven't prospered as you think you should, why not change your method, maybe it's no good; if men seem to spurn you, spite of all you do, something is the matter. Maybe it's with you.

Life is very simple. Men don't pass you by just because you're wearing last year's coat. Friendship here is builded not on whims like that. Men will not dislike you, being thin or fat. So, if you're not winning all that seems your due something is the matter, possibly with you.

What of your employer? Does he like your work? Is he friendly with you? Maybe you're a shirk. Does he seem to favor some one over you? It's because that others' better work will do; Don't sit down and grumble that his ways are strange. Give yourself a shake-up. You're the one to change.

If you've ever found your manners those which men detest, if you've found that cunning hasn't served you best, if you've found that growling hasn't been worth while, and you're lost by frowning, why not try a smile? Boy, if you're not listed with the brave and true, something is the matter. Maybe it's with you. —By Edgar Guest.

to "bear and forbear." Your birth-stone is a diamond, which means innocence. Your flower is a daisy. Your lucky colors are red and yellow. "Can a body eat with these things?" asked an elderly lady, looking at some dental plates. "Mum!" the dentist replied, "mastication can be performed with those with a facility scarcely excelled by that of the product of nature." "Yes, yes, I know, but can a body eat with 'em?" —Tit-Bits.

The Halifax Fishery Ward

Extract From the Election Card of Sir L. H. Davies P. E. Island Has a Separate and Distinct Case. Historicus

As stated in our last Article, Prince Edward Island would be perfectly justified in presenting a claim for a share of the Halifax Fishery Award at the approaching Royal Commission on Maritime Rights. We lost our share at the time the island's claim was merged with those of Nova Scotia and New Brunswick, as they were all voted down together. The next presentation should therefore be made separately. We may also mention here that Hon. L.H. Davies who was Premier and Attorney General of this Province when the Commission was held in 1877 therefore was not a member of the House of Commons when it voted down the joint claim. He was one of the Counsel for Canada, but was elected in 1882 to a seat at Ottawa. During that campaign he contended in his speeches that we had a good case; and in his Election Card expressed his opinion as follows: "I believe that we have a just claim to a share of the Fishery Award; but I am not surprised at the Government rejecting it when I remember that your late representatives never submitted the claim to the consideration and vote of the House of Commons. Had they done so, possibly the result would have been different. Our claim was not one in common with the other Maritime Provinces which was submitted and rejected, but entirely distinct and apart from that, and while doubtless the island's claim to the consideration of the House has seriously prejudiced our case, still, if elected I shall do all in my power to obtain a recognition of our rights. This I cannot believe that a claim in this Island as a just one, will be ignored in the Dominion House of Commons if properly presented for its consideration."

We offer no apology for calling attention to this old claim, as conditions demand it. The people of this Province are now taxed as highly as they can reasonably bear, and when we see the larger provinces grasping right and left for territorial extension it is high time to wake up the Ottawa Government respecting this long-neglected claim. We also feel that the above extract will interest and inform all who read it. It is well known that we have a separate and distinct claim on the Dominion. We have no hesitation in saying that nothing short of immediate steps being taken by our representatives to bring this case to a head will satisfy our people. This Province has yet heavy demands to meet for improved highways and progressive schemes of the country is anxious to keep step with the march of modern progress, and the development of our resources in various ways. The propagation of our fisheries is one rich quarry and what could be more in accord with the fitness of things than to push our claim to a share of the award given for the depletion of our fisheries. Indeed many level-headed men will tell you today that our fisheries have not yet recovered from the ravages of sealing and netting carried on in our waters under the Treaty entered into with the United States in 1871. Our best fishermen were enticed away to fish for the United States, our own equipment was neglected, and the industry so far as this Province was concerned was well nigh abandoned. There never was a time when the fishery industry called more loudly for the expenditure of capital for development than can be heard today.

Mayor Insists On Religious Wedding Ceremony (Canadian Press) OTTAWA, Ont., April 16.—Marriage by religious ritual rather than by civil ceremony is still by far the more popular way of acquiring a mate in this city. Mayor Balharris has never married a couple—and never will, he says. "I have had a few requests," said Ottawa's chief magistrate, "but I turned them down. I think marriage is too solemn an affair, and the ceremony should be performed by a clergyman. One 'six-footer' came to me once with his 'intended' and asked me to marry them. I found out he was shy, but finally he acted on my advice and a minister tied the knot." Magistrate Hopewell, like Mayor Balharris, never has, and never will perform a marriage ceremony. "There is no need of it," said the magistrate. "There are plenty of clergymen to do it, so I always refuse and send the couples to the clergyman of their particular denomination."

The Public Forum

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

SIR CHAS. DALTON RE CERTAIN NATURAL PHENOMENA

Sir.—Kindly allow space for a few remarks with reference to the letter by Sir Charles Dalton in the Boston Sunday Post and reproduced in today's Guardian in which Sir Charles writes as follows: "Near Truro there came a squall of rain one night accompanied with what sounded like small hail. In the morning I happened to be up early and to my astonishment I found the ground literally covered with small toads—not frogs—millions of them—all vigorous and smart." And then by way of suggesting a theory which might account for the phenomenon he continues, "In this age of scientific discovery who can scoff at the idea that inhabitants of some other planets may be far more advanced than we are, and that, in an endeavour to communicate with us in some way they are despatching by 'wireless' these live 'signals' in hopes of receiving a 'wireless' response of like nature?" And then continuing in a manner which was likely intended for humour but which approaches if it does not really constitute profanity Sir Charles mentions the miraculous ascensions of holy persons recorded in Sacred Scriptures.

But apart from this somewhat irrelevant and irrelevant digression the phenomenon observed by Sir Charles permits, I believe, of an explanation on purely natural grounds and without the aid of wireless communication with other planets or miraculous ascensions or the like.

That certain insects, for example ants, especially winged ants, descend in showers is a phenomenon quite well known to everybody, and that they are of the same species which belong to our earthly sphere is not doubted by any one. But just how they are taken up into the atmosphere and then deposited again all over the country is a question which calls for an explanation.

By some it is suggested that they are swept up by an air eddy or by the wind, but in a country like ours where great eddies are unknown this explanation hardly suffices.

Another explanation sometimes given and one which appears to be more feasible is that of the Migratory Instinct.

This is an instinct which appears to be highly developed in nearly all animal life. Take for instance the migration of birds, of bees, of grasshoppers, of deer in our Canadian North, of salmon, smelts and other fish. And even man himself, who in the earliest centuries of his existence was witness to the movements of races westwardly across Europe. But in the case of toads and wingless insects the question naturally asked is, how do they ascend into the air? The reply is that Nature has provided for this in its own way. When the time for migration arrives which is due perhaps to over-crowding or want of food or for purposes of reproduction, these wingless creatures have a way of charging their bodies with a light gas, probably hydrogen, and then when the air is dense and heavy they ascend. And of course by some telepathic process which



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Reports on Canada's Crops At frequent intervals throughout the season the Bank of Montreal issues reports on the progress of the crops in Canada. These reports, telegraphed to headquarters from the Managers of the Bank's 600 Branches, cover every Province and form a reliable index of crop conditions. The reports are furnished free. Upon request at any Branch of the Bank your name will be placed on our mailing list. BANK OF MONTREAL Total Assets in Excess of \$750,000,000.00

is not yet understood by man they all go together, or at least as many as nature has prepared for the flight. In any case whether they are swept up by the force of some great eddy and carried for a great distance in the upper air and then deposited, or whether they ascend as a balloon-fashion after distending to their bodies with gas, whichever theory we accept, no doubt there is some purpose or design in their movements, and this in response to some instinct implanted in them by an all-seeing Providence. I am, Sir, etc., NATURALIST St. Peters, April 14.

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