

THE CHARLOTTETOWN GUARDIAN

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HEARTY CONGRATULATIONS

The place won by our Aysaire cattle at the Royal Winter Fair in Toronto, a report of which is given elsewhere in this issue, is a source of pride and gratification to this province and an inspiration to our farmers. Not long have we figured in competition with the older provinces; not long has Prince Edward Island been known in interprovincial competition. For a few years past we have succeeded in "getting in" and at our Maritime Winter fairs we have gathered in enough first and second prizes to prove that, so far as the Maritime Provinces are concerned, we were able to hold our own and usually with something to spare. At the Royal Fair now being held in Toronto we are up against the best that the continent can produce and we have more than held our own, we have distinguished ourselves.

It is true we have not many cattle that can rub shoulders with the best on the continent but the fact that the few that competed did so with honor to themselves and their owners shows that the rest of us can do likewise. There is no reason why every farm in the province should not have one or more cattle capable of competing with the best and we feel sure that one of the great effects of the recent success will be to encourage all our farmers to go in for better animals. The cost of producing and keeping a prize winner is little if any greater than that of producing and keeping a scrub but the profits are infinitely larger.

IS IT INEFFICIENCY?

Hon Manning Doherty, Minister of Agriculture for Ontario, in an address the other day, declared that the failure of agriculture in Ontario to realize its possibilities was inefficiency on the part of the farmers. It is a comparatively easy matter for a man whose foundations in any business are well laid, either by his own efforts or by those of an industrious ancestor to attribute the unprogressiveness of a neighbor to his own inefficiency. Inefficiency is undoubtedly one cause of failure and of unprogressiveness but it is not the only cause. The success of agriculture depends on many causes. Efficiency and a trained capacity for business are prime factors and there have been few successes without these. But there have been failures and hardships and discouragements when these were not wanting. Every farmer knows this whether he has been successful or unsuccessful.

Probably the biggest factor in the farmer's prospect for success is marketing. If he gets a fair show in the market, if he gets reasonable prices for all his products his success is pretty well assured. But the fact remains that he does not. There is no other business in which there is a smaller return for hard, incessant toil than in agriculture; no other business in which the producer has so little control over the price of his product as agriculture. The farmer by working ten or twelve hours a day succeeds in raising a big crop, his well fed cows place him away up on the list of contributors to the cheese or butter factory; his hens lay with religious exactitude for 300 out of the 365 days of the year; his hogs are well finished for the top price in the market. What does he find when he strikes the market? His calves and pork and eggs are

overshadowed and undersold by similar products from the United States, sometimes by similar products from our own sister provinces. He finds the market glutted by such products as he has to sell. In this he is largely at the mercy of the government whose duty it is to place such safeguards as are within reach around his market. A gentleman who recently made a tour of New Brunswick and Nova Scotia with a view to seeking markets for island produce was amazed to find the markets well supplied with American eggs, American pork, oats and beef from Ontario—all selling at prices with which he could not compete.

Some of these handicaps might have been removed by the imposition of a reasonable duty on foreign products; importation from our sister provinces can usually be met in other ways. Our oats, for example, are superior to Ontario oats, the latter do not necessarily come into direct competition. Our Prince Edward Island produce can usually hold its own against competition with our sister provinces but it cannot compete with American products which are entered on a lower rate of duty than Canadian products are admitted to the United States. This is one instance and an important one which the farmer's "inefficiency" cannot overcome.

We are by no means minimizing the value of efficiency. The efficient farmer, like the inefficient in every other calling, has an ever increasing job before him. He has to compete with the efficient farmers of his own community and his own province as well as with his sister provinces. He must know how to market and what to market as well as how and what to produce. And in this province where everything depends upon the farmer's produce and the farmer's prices everything possible should be done to encourage the consumption at home of home products. We might buy cheaper American goods but in doing so we would be draining the wells that make for prosperity.

WHY?

Why is it that so large a proportion of otherwise law abiding and reputable citizens who vote for prohibition will drink liquor and buy it illegally?

Why is it that otherwise reputable and law abiding citizens will pare down their incomes or undervalue their taxable property without blinking an eyelash?

Why is it that some of our most loveable and best looking ladies, when returning from a trip to Europe will sew costly laces and silks and jewelry inside their dresses to evade the customs officers?

These and other characteristics common to the race are among the inscrutable mysteries. Is there a little remnant of the savage still left under the polished and jeweled exterior? Are we inherently dishonest and hypocritical and must we vent our inherited dishonesty whenever the opportunity offers? We give it up. We have seen men who would steal a cent from a fellow citizen steal dollars from the tax collector; we have seen men who would not knowingly place "the accursed cup to his neighbor's lips" take a drink and "set 'em up" for a friend; we have seen the most amiable and most loveable of women bring something home that the customs officer failed to observe because she had carefully hidden it. Again, we say, we give it up. And yet if we solve why we feel sure we could solve many of the perplexing problems that we and others are expending our best energies and thought upon.

Notes By The Way

It causes some surprise in other Provinces that Prince Edward Island, the Banner Province in the adoption of prohibition, has not yet held a plebiscite on the question of longer permitting the importation of liquors into this province "for exportation." Months ago other provinces took action in this matter, apparently eager to do so. Six provinces have held their plebiscites—New Brunswick, Nova Scotia, Ontario, Manitoba, Saskatchewan and Alberta and all of them gave large majorities to prohibit this form of liquor traffic.

Quebec and British Columbia did not take action, those provinces being committed to continue the sale of liquors under government control and for government profit. It was not expected that any plebiscite would be taken in those provinces. Here it was expected. It was promised by Premier Bell at the last session of the Legislature, but what of that? We have grown accustomed both to delayed and broken promises. Prince Edward Island that should have been the first will now, — sometime, we know not when—be the last of the seven prohibition provinces to vote on the question at issue and is at the tail of the hunt!

Some questions have been asked in the press and at a public meeting, or two as to the effect of a prohibition majority in the vote when it shall be taken. The effect will simply be to prohibit the trade of importing liquors for export. It is now unlawful for any person to import or have in his possession any liquors for the beverage purposes. The plebiscite can in no way affect the provision of our prohibitory law. It will remain precisely as it is now, however, the plebiscite majority may decide. What is to be decided is whether the import and export trade in liquors as now carried on by the so-called exporting companies shall be prohibited or permitted to continue.

Our writer recently revived the stale argument that the unspendable Turk is a model prohibitionist and abstainer from intoxicants! This illustration has been in use for seventy years past, ever since the first liquor prohibition law was enacted in the state of Maine. Common sense teaches that a man may be a very bad man and yet abstain entirely from the use of intoxicants. It is not charged that Pudas Iscanot was a drunkard, or a habitual drinker! But the evils that have come into the world from the free sale and use of intoxicating liquors have proved to be overwhelming. It has been well said that there is no vice which in one black and awful gulf has swallowed up so much of hope and happiness as intemperance.

For the great evils, the poverty, misery and crime that resulted from the free sale of liquors almost all the free communities of North America have tried various remedies, low license, high license, other forms of regulation and finally total prohibition of the traffic. This has been found to be the best remedy yet devised. It is not a perfect remedy and probably the world may never find one. If a perfect preventive and cure for vice and crime could be devised, error and wrong would be abolished in the world. That is too much to hope for while human nature remains what it is. We must use the best remedy we have until we find a better one.

Here in Prince Edward Island we have by law prohibited the sale and use of liquor. The law is unfortunately but partially and ineffectively enforced, but it has done great good. One great hindrance to enforcement has been that liquor could still be imported, nominally to be exported again. The exportation was largely a pretence. It passed from the importer to the bootlegger and other agencies of distribution in our midst. But for this secret and unlawful sale and distribution within the province can any one imagine that the so-called exportation companies would be paying a yearly tax of \$5,000 each for the privilege of importing it? The idea is absurd and preposterous.

To stop this importation and its attendant bootlegging is the sole object of the coming plebiscite. Why should liquor be allowed to be imported here while the sale and use of it is forbidden by law? The principal, if not the sole object of the importers is to sell the stuff and distribute it by secret channels within the province and so defeat the prohibitory law. If it were imported only to be exported again to other countries and provinces it would not pay the cost of carriage. What is this import and export liquor business in Prince Edward Island but a sham and a fraud? It is high time that the eyes of our sober and orderly people were opened to see what manner of traffic is being carried on in our midst.

Railroad Standards Agitate Australia

For several years Australia has been in the throes of a railroad controversy that must strike Canadians as rather odd. They are arguing there about the standard gauge of their railway tracks. With the passage of time the controversy becomes more acute as the increase in traffic makes it more and more necessary that the different railways shall have a standard gauge, so that freight and passengers may travel over more than one road without being forced to unload or alight. In Australia at present time there are five different gauges—3 feet 6 inches, 4 feet 8 1/2 inches, 5 feet 3 inches, 2 feet 6 inches, and 2 feet. The Western Australian lines converging on Perth use the 3 feet 6 inch gauge, as do all the central and southern portions around Port Augusta and all the roads centering in and north of Brisbane and the lines on Tasmania. These account for slightly less than half of Australia's 27,000 miles of railway track. Eight thousand miles, consisting of the main stem connecting Port Augusta with the west, and the lines about Sidney use the 4 feet 8 1/2 inch standard, while the 7,000 miles in the southeast part of the continent around Victoria have tracks 5 feet 3 inches apart. The narrower gauges are unimportant.

Our Standard.

It is everywhere agreed that there should be only one standard gauge as there is on the North American continent and in Europe. What it is impossible to agree upon appears to be the standard to be adopted. Naturally every railway wishes the other to conform to its standard. A royal commission estimate that the cost of standardizing the gauge would be 21,000,000 pounds. It is difficult to prove that our own standard, 4 feet 8 1/2 inches is better than any other standard, except an extremely narrow gauge or an extremely wide one. There have been railways that operated on tracks 7 feet apart, and found it satisfactory and others that operated on tracks 3 feet apart without complaint. Our own standard was not adopted because it was judged to be better than others, but because it happened to be more convenient. The Australian Royal Commission recommended the adoption of the American and European standard but this proposal met with a storm of protest because there was a far greater mileage covered by other widths.

Miners Established It.

Our standard was adopted rather curiously, as recalled by Richard Hoadley Tingley, writing in the New York Tribune. We took it from the coal mines in Northumberland. For generations the miners had been hauling coal out of these mines in horse-drawn waggons. Then it occurred to some unknown genius to put rough flanges on the wheels and lay down wooden rails to keep them out of the wet and mud. The distance between the wheels of these

waggons happened to be 4 feet 8 1/2 inches, and some of the earlier lines in England adopted this standard and so did some of the earlier lines in the United States for the sake of conformity. Nevertheless, there was no law to regulate the distance between tracks and railroad builders could choose whatever distance they thought appropriate. The Great Western Railway, for instance, had a gauge of 7 feet, but the Liverpool and Manchester adopted the Northumberland standard. Before there was a single standard for England, numerous royal commissions examined the matter and much the same arguments as those now agitating Australia were presented before the 4 feet 8 1/2 inch gauge was adopted.

Reasons in Europe.

It was obviously of little importance whether the European gauge should be the same as that of England, though it was equally vital that Europe should have a common gauge. Nevertheless, Europe adopted the English gauge after many years of building with gauges varying from the 7 foot gauge of Italy to the 3 feet 9 inch gauge in Paris of Belgium. Europe came more slowly to an acceptance of a standard gauge than either the United States or England, because in Europe there were military reasons to be considered. It was common for neighboring countries to adhere to different gauges on roads built near strategic frontier positions, so that an invading army could not use its own railroad equipment in case of an invasion. Eventually, however, Europe came to the 4 feet 8 1/2 inch gauge, except on roads having only military importance.

Quick Work.

When the 4 feet 8 1/2 inch standard was decided on for American railroads there were records made in remodelling some of the roads. On the Louisville and Nashville, the old gauge was 5 feet. One rail, therefore, had to be moved in just 1/2 inch. More important than that, on every axle of its rolling stock, one wheel had to be moved in the same distance. Months of preparation were devoted to this work. Men were assembled and material brought to their hands. The result is that within twenty-four hours the change was made over 2,000 miles of track and there was hardly an interruption to the service. The last battle for diversity of gauges was fought at Erie, Pa. There the Erie connected with the New York Central which had adopted the new standard. Freight had to be unloaded and passengers had to change cars at Erie, which was a profitable thing for the inhabitants. For a long time the people of Erie resisted the change, and even shed blood to preserve the wasteful old system. In the end they were forced to yield to the pressure of the tremendous force set in motion by the Northumberland coal miners.

Will Look After Canada's Sailors

MONTREAL, Nov. 28.—The Navy League of Canada will bring the attention of the British Government to the cases of Canadian Merchant sailors who were injured in the great war as a result of the submarine warfare, or those who were killed and left dependants in the Dominion. Under the treaty of the Versailles

Daily Selections For Guardian Readers

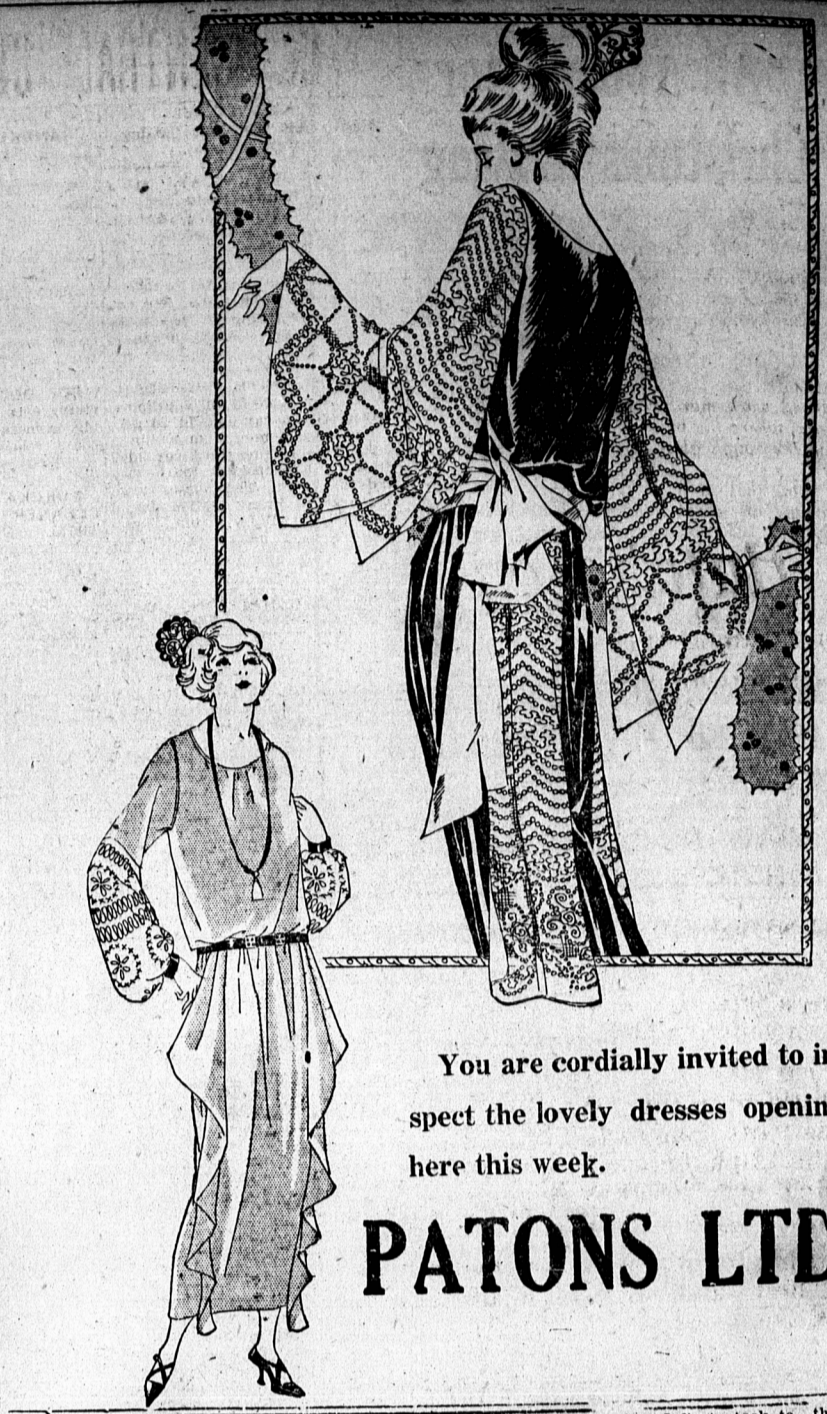
From the W. S. Louson collection

A SONG OF THANKSGIVING

A gift that ennobles, A beauty that inspires, A radiant shaft of sunlight from above, High ideal revive the fainting soul, Thank God for love. Bitter tears at parting, Make the meeting dear, Was that night of anguish all in vain? Your joy today lies deeper for that sorrow, Thank God for pain. Truest friend in sorrow, Alike to young and old, A resting place for weary souls that climb, Brings at last the glorious Easter morning, Thank God for time.

For love time, and sorrow, Gifts priceless as the sun, Boundless gifts beyond our memory's call, The greatest of all blessings, life itself— Thank God for all. —Margaret Foster

ported again to other countries and provinces it would not pay the cost of carriage. What is this import and export liquor business in Prince Edward Island but a sham and a fraud? It is high time that the eyes of our sober and orderly people were opened to see what manner of traffic is being carried on in our midst.



You are cordially invited to inspect the lovely dresses opening here this week.

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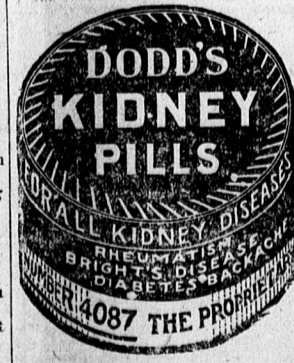
Every successful merchant knows that it is the advertised goods that move most quickly from his shelves; that minimize sales efforts, speed up turnovers and increase profits.

Every P. E. I. merchant knows that The Charlottetown Guardian is the most effective medium for accomplishing these results. With its daily-average circulation of over 10,000 copies—about 50,000 daily readers—The Charlottetown Guardian is the outstanding "Buyers' Directory" of practically all the financially competent households of P. E. I. It is carefully scanned in every household it enters, not only for its news and editorial features, but for its valuable and reliable advertising information. This reader interest and confidence is the fruit of efficient service to both reader and advertiser.

The Charlottetown Guardian enjoys, and appreciates, the confidence of its readers and of the dealers to whose advertising's appeal its readers so confidently respond. In excluding from its columns all advertising of questionable character, it serves dealers and readers alike—and advertisers who tie up with The Charlottetown Guardian's advertising campaigns know they are assured generous and profitable business returns.

THE CHARLOTTETOWN GUARDIAN

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