

THE CHARLOTTETOWN GUARDIAN

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"The Strongest Memory is Weaker than the Weakest Ink."

THURSDAY, JANUARY 5, 1939

Liberal Treaty Blunder

The Canada-West Indies trade treaty negotiated by the Mackenzie King Government in 1925-26, expires this year and the mourners are likely to be few and far between. The Halifax Chronicle (Liberal) devotes a column of editorial comment to the manifold disadvantages of this treaty to Maritime fishery and potato interests. It recalls that a committee of the Halifax Board of Trade brought in a strong protest against the treaty in October, 1925, and adds, "criticism has continued ever since."

Our Halifax contemporary cites two strong opponents of the treaty—F. H. Zwicker, Lunenburg, and O. F. MacKenzie, Halifax—both of them authorities on the dried and pickled fish industry who last year made a survey for the King Government of southern fishery markets. (These were the gentlemen whose expenses were paid out of the otherwise unexpended half million dollar vote of 1937 to rehabilitate the fishery industry.)

Mr. Zwicker is quoted as stating: "I think all exporters will agree that the British West Indies agreement is very detrimental to our ability to trade in the large markets of the West Indies."

Mr. MacKenzie goes farther and denounces the treaty as harmful to Canadian revenues generally. It resulted, he says, in a rise in imports from the British West Indies but a decline in exports, until what Canada sells to those countries is only about 60 per cent of what she buys. The cost to Canada for the twelve years in which the treaty has operated he estimates at about \$125,000,000, plus steamship loss, plus the loss of other markets—a pretty big sum to pay for Liberal tariff tinkering.

Mr. MacKenzie stresses particularly the disastrous effect of this Liberal treaty on our trade to Cuba and the Dominican Republic. "Cuba," he says, "was for years a good market for Canadian dried fish and potatoes. Exports of these commodities in 1936 totalled almost five million dollars. Tariff reprisals following the Canada-British West Indies treaty knocked the total down, in 1933, to \$400,000 or about 10 per cent of the former figure."

The latest protest with regard to this ill-starred treaty is from the Nova Scotia Economic Council, a body set up by the Macdonald Government on the recommendation of the Jones Commission of 1934, which states there is clear evidence that Canada has not received the benefits hoped for when the treaty was put into effect in 1927, and urges its revision. "The treaty," says this strongly Liberal organization, "has rendered many hardships to the Maritimes, especially to the producers of dried fish and potatoes." A few days before this statement was issued, the Lunenburg station of the Fishermen's Federation of Nova Scotia recommended that the treaty be cancelled.

Gasoline Taxation

An interesting analysis of gasoline taxation in Canada and the United States is given in the current issue of the Imperial Oil Service magazine, from which we quote:

Canada's three Maritime Provinces lead the North American parade insofar as the rate of tax goes; New York, Pennsylvania and California are the leading trio in total of gasoline tax revenue raised, figures for 1937 being \$61,481,000, \$55,711,000 and \$46,614,000 respectively. In the amount of tax collected per car, Florida led with \$2.67, Louisiana was second with \$49.22 and Tennessee third with \$44.74.

Revenue from motor fuel taxes for Canada and the United States in 1937 approximated \$795,000,000, of which \$756,930,000 was collected from the owners of 29,705,220 vehicles registered in the United States and \$38,373,947 from 1,319,373 vehicles registered in Canada. It is therefore apparent that the average gasoline tax per vehicle in Canada was more than the average per vehicle in the United States, the figures being \$29.08 for Canada and \$25.48 for the United States. It might also be noted in passing that revenue from motor vehicle licenses in the United States in 1937 was \$399,613,000, or \$13.45 per vehicle, and in Canada \$25,993,905 or \$19.69 per vehicle. Consequently the total cost of the gasoline tax and motor vehicle licenses in the United States and Canada for 1937 was the enormous sum of \$1,220,912,852. The rate at which this total was assessed on the individual vehicle was \$38.93 in the United States and \$48.77 in Canada. Other taxes such as the 1c per gallon federal tax in the United States and the Canadian 8% sales tax, excise tax, municipal and school taxes, etc., are not included in the above figures. They would swell them very much more, but enough has been told to indicate how largely the motorist contributes to the public revenues on either side of the international boundary.

The lowest rate of the gasoline tax now in effect applies in the state of Missouri and the District of Columbia and is 2c per wine gallon or (for purposes of comparison with Canada) 2.4c per Imperial gallon. Ten states have a tax of 3.6c per Imperial gallon and among these is California, where the third largest total of gasoline tax revenues was raised during 1937. Eighteen states tax at 4.8c and these include New York and Pennsylvania, which raised the largest and second largest total revenues from gasoline tax in 1937. Of the remaining states, ten tax at 6c, five at 7.2c, one at 7.8c and three at 8.4c. These last three are Louisiana, Tennessee and Florida in which the average total gasoline

taxes collected per vehicle were the highest in America.

The Canadian picture is of two provinces taxing at 6c, four at 7c and three at 10c. Ontario, with 623,918 of the 1,319,373 vehicles registered in Canada, and with a tax of 6c, raised \$17,644,164 of the \$38,373,947 paid in Canadian gasoline taxes in 1937. Quebec was second with \$7,078,230; British Columbia third with \$3,118,312; Alberta fourth with \$2,610,211; Manitoba fifth with \$2,270,660; Nova Scotia sixth with \$2,006,489; Saskatchewan seventh with \$1,937,553; New Brunswick eighth with \$1,439,096; Prince Edward Island ninth with \$269,232. In the average tax paid per vehicle the ranking of the Canadian provinces is quite different and as in the United States those districts in which the highest rate per gallon prevails, led in the average paid per car. Nova Scotia motor vehicles pair an average of \$40.09 each; New Brunswick \$39.13. It is interesting to note, however, that ranking third in gasoline tax paid per vehicle was the Province of Quebec at \$35.76, although this province with Ontario enjoys the lowest rate of tax in Canada, 6c per gallon. A large percentage of motor vehicle ownership in the principal urban centres and a lower ratio of vehicles to population with consequently greater mileage per car would seem to account for this. Prince Edward Island is fourth in average per vehicle, the figure being \$33.61. The remaining provinces rank as follows: Ontario \$28.28; Manitoba \$28.08; British Columbia \$26.80; Alberta \$25.99 and Saskatchewan \$18.44. A relatively greater preponderance of small cars, together with financial stringency due to unhappy crop experiences probably accounts for the low average cost in Saskatchewan.

Editorial Notes

Judging by the cold the days are lengthening.

Shackleton, the Antarctic explorer, died this date, 1922.

The announcement that Their Majesties will not accept private hospitality may prevent a great deal of jealousy and envy among the prospective lieutenant-governors of this province, eager to show how well qualified they are to become deputies of the King.

After the reassembling of Parliament the Liberal members will sit in caucus on Premier Hepburn in absentia. The question of Prime Minister Mackenzie King's continued leadership will be put to the caucus in concrete form, and of course it will be unanimously approved.

The N.B. Provincial Department of Public Works has announced it will keep at least 1,015 miles of main highway open to automobile traffic in New Brunswick throughout the winter. Last year, owing to mildness, the department was able to keep open about 3,500 miles.

The Saint John Telegraph-Journal deserves hearty congratulations on its New Year's issue, which also celebrates its 70th Anniversary. It is a magnificent production both as regards material and letterpress. Long may the D.T.J. continue, as a credit not only to Maritime but to Canadian journalism.

Their Majesties are to spend as long time here in June as they are in Halifax and other centres. Let us make the most of it. Now is the time to order Union Jacks and bunting. Be prepared. Presumably the Royal party will be coming by rail from Borden. Let the route be a mass of fluttering flags and bunting. Had the arrangement been for the Royal party to come by auto it would have been in order to re-name the route the King's Highway.

The last official act of Premier Aberhart before leaving for Australia was to appoint a special committee headed by Lieutenant Governor Albert Matthews to handle the arrangements for the Royal Visit. In the event that Mr. Hepburn is not back from his Australian tour in time to participate in arrangements, Acting Premier Harry Nixon will deputize for him. Col. George Drew, newly-elected leader of the Ontario Conservative party, has been asked by Mr. Hepburn to aid Mr. Matthews.

There is always somebody making new discoveries to make life happier, or at least more endurable. Dr. Katharine B. Blodgett, a noted scientist of Schenectady, N.Y., has discovered a coating that makes glass invisible. Ordinary thicknesses become clear as air, and reveal how much human eyes have been missing in looking through even the finest glass. Purest glass transmits about 92 per cent of light, against more than 99 with the new coating. A coated pane is visible only by its dimly outlined edges. The glass never reflects light from any angle whatever, and you are just as likely to walk through a coated plate glass window as crash through an open door.

The first article in the January Monthly Letter of The Royal Bank of Canada reviews the development of the mining industry in the Province of Quebec. In 1911 Quebec's mineral output was valued at less than \$10 million and only attained a value of \$20 million in 1923. Since that time expansion has been rapid and many new records established, until in 1937 output exceeded \$65 million. In 1938 continued expansion was reported with new records of output established, gold alone reaching approximately \$30 million and all metals \$42 million, the latter figure comparing with \$38,650,000 in 1937. Extensive deposits of mineral bearing ore still await exploitation and the Provincial Government is actively co-operating in the construction of roads and bridges in order to make outlying areas more accessible. The mining industry of Quebec can look backward to a record of great achievement and forward to a most promising future. Canada is particularly well served in the matter of statistics. There are few phases of economic activity which are not analysed, tabulated and preserved in charts or graphs. A distinctive service is being performed in this field by the Bank of Canada in its weekly statement and monthly statistical summary. These are analyzed in the second article of the Letter.

Moina, the Zoo gorilla, has had a depressing week as a result of being too curious and too destructive. For upon the day her favorite plaything has been a new wheelbarrow. She has used the wheelbarrow for its proper purpose by loading it with straw, wheels, and other things, and then upsetting it. She has converted it into a comfortable armchair by tilting it forward on its wheels so that she could sit in it with her feet on the ground. Altogether the wheelbarrow has been such a success that Moina became more and more attached to it. Finally she decided that she could not be parted from it even at night. Accordingly she began to take it to bed with her. As she always sleeps on a high ledge at the back of the cage and the barrow is a heavy one, this was a certain amount of work. Moina did not mind. She carried the barrow to the base of the ledge and then hauled it up from above. Af-

NOTES BY THE WAY

Figures prepared at the city hall on the cost of relief in the city of Lethbridge show what a tremendous burden it has been on a little city of 14,000 people. Since relief became a factor in Canada in 1936, up to the end of 1938, it has cost the city of Lethbridge the sum of \$78,234, which includes \$50,084.56 for administration. —Lethbridge Herald.

At a price of \$2,750, Ottawa city hired Dr. Brittain, municipal expert, to report on the civic administration. The Journal declares that the report and recommendations of Dr. Brittain violate every democratic principle and show a complete disregard of the right of the people to pass on their affairs. From all that we take it, that what is good for the management of a great private company does not fit the management of a big city. It has often happened in Ontario municipal history where "business men's" councils have been elected. They serve, in some cases, passably for a time, but they never last long. —St. Catharines Standard.

When a La Riviere farmer and his wife were robbed of 50 chickens and 21 turkeys recently, their neighbors canvassed the town and surrounding areas and collected 111 hens, six turkeys, a bag of flour and \$35 in cash for them. The incident recalls the famous "business men's" councils of the Greater Winnipeg farmers, who restocked the Baldwin farm after the results of 10 years' work had been destroyed by an epidemic. In a time of complexity and some of the problems, the two incidents are cheering proof that the old straight-forward spirit of mutual help for which Manitoba and the West were famous in the early days still lives on. —Winnipeg Tribune.

The march of the sun from its low position at the end of the year, to the high noon of summer is a thrilling spectacle. It is a comforting thought that every day this centre of all our life is now coming nearer. Before science began to explain the mystery of the universe, the movements of the sun must have caused deep anxiety. The ancients must have deeper every day. Would the light of all life disappear forever and leave them to perish in frozen horror? This must have been a question often asked. How they must have celebrated the birthday of the sun when finally the sun turned home ward again. We today know there is no danger of the sun's disappearing. The beginning of its return is a preliminary note for the joyful symphony of Spring. —Sarnia Canadian Observer.

Raymond Massey may not have set an all-time record for length of a single "side" in a dramatic production, but it would interest this department and probably that of other people, to learn the length of anything of any kind of anything of any kind. The English actor's feat in "Abe Lincoln in Illinois" at one point in the Robert E. Sherwood play that was unanimously acclaimed the most gripping drama of Broadway has seen this season, Massey, in the title role, is called upon to speak Lincoln's reply to Stephen Douglas, who had assailed him for his abolition of slavery. Reading it is a matter of eight minutes, which is somewhat faster than would be the case in speaking it from the stage. It contains 1,320 words. If you think it is a simple matter to memorize such a speech, much less hold an audience spellbound during its delivery, try it sometime. —Detroit Free Press.

The Press had the pleasure of attending Night School in Kirkcaldy last week, when some of the amazing and amusing facts were uncovered about these busy sessions attended by some four hundred and fifty people of all ages, nationalities and occupations. Canadians, Germans, Poles and Jugo-Slavs, sons of Latvia and the Ukraine, Russians and Melians, natives of Sweden and Finland, Frenchmen and Swiss, Hungarians and Americans, leave the school, with their notebooks and textbooks under their arms, walking side by side with the drivers of the cars. The students of the school are the Canadian of several generations. Housewives, stenographers, teachers, girls in domestic service, clerks and cashiers are to be found in the various classes for women such as the busy sewing and cooking classes. —Timmins Press.

Next year's chief event for the Dominion is not described properly in the opinion of the Canadian High Commissioner at London, by the "High Commissioner" himself, by the name of "Homecoming." He points out that His Majesty will come to not as a visitor "but as the Sovereign of the country, which is less home to him than Britain. Mr. MacKenzie suggests, however, especially for the benefit of newspaper writers, what word should be used if "visit" is to be abandoned. "Tour," "journey," "trip" or "excursion" would be to mind are open to objection. After all we speak of Canadians paying a "visit" to other parts of the Dominion than those in which they are born and raised. In their "homecoming," in doing so, why then not employ the familiar term in referring to the stay that the King and Queen are to make among their Canadian subjects? There is really no reason to worry about what it is called, so long as a hearty welcome is extended and that is a certainty. —Edmonton Journal.

Moina, the Zoo gorilla, has had a depressing week as a result of being too curious and too destructive. For upon the day her favorite plaything has been a new wheelbarrow. She has used the wheelbarrow for its proper purpose by loading it with straw, wheels, and other things, and then upsetting it. She has converted it into a comfortable armchair by tilting it forward on its wheels so that she could sit in it with her feet on the ground. Altogether the wheelbarrow has been such a success that Moina became more and more attached to it. Finally she decided that she could not be parted from it even at night. Accordingly she began to take it to bed with her. As she always sleeps on a high ledge at the back of the cage and the barrow is a heavy one, this was a certain amount of work. Moina did not mind. She carried the barrow to the base of the ledge and then hauled it up from above. Af-

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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.

THE PIGEONS ARE HUNGRY Sir—Anyone wishing to have dozens worth of satisfaction at a cost of fifty cents can do so by buying with this small figure a good sized bag of chicken feed and each morning place in his overcoat pocket a small paper bag of the mixed grain. By throwing a handful to the first pigeon he sees he will be surprised at the large flock that will immediately descend to share in the meal. The grain should be well scattered to keep the birds from exhibiting a Hitler-like greed at each others expense. I am, Sir, etc., H. K. S. HEMMING

PROHIBITION ENFORCEMENT Sir—I take off my hat to Looker. He said just what I have been wanting to say for some time. He has asked repeatedly why the Mounties do not clean up these "dens of iniquity." Don't swear invariably has been "Why! their hands are tied! If they did too much they would lose their jobs." If that be true, is it not shameful state of affairs? Is it not the duty of the Mounties to clean up these "dens of iniquity" in spite of what those respectable (?) people say who have interests in the dens. On several occasions this summer, when cars from the country were parked near a certain speakeasy, not far from Water Street, the Mounties of the Drivers of the saw bottles handed out to customers, with no attempt at secrecy. Now, where were the police? Do they walk around with their eyes shut? None so blind as those who will not see. "You Summer-side people who love your town Wake Up," as Looker says "Get after your members and the Premier, and insist that the Prohibition law be respected." Don't be satisfied until every one of those speakeasies are closed. Then you will have a town fit to live in. Mothers, and Mothers, for your children's sake, get busy and drive out the men who are ruining the bodies and souls of your young people. Get after them, Waterworth or any other way. Don't rest until your members, police, and Premier are doing their duty. I am, Sir, etc., EAST PRINCE

WHOSE WAS THE MYSTERY PLANE Sir—About 4 A.M. on Sunday morning, January first, Mr. and Mrs. Ambrose Herrell of Hunter River were startled into wakefulness by the hearing of a aeroplane seemingly not far from the house-top. They listened to the noise of the motors and wondered who might be out that hour of the morning and in such stormy weather. In about twenty minutes time the hum of the motors died away but at 4.30 it roared back again so near that Mrs. Herrell who got up to look out through the frosted window felt the window panes rattle. Again the noise died away but at 4.45 it roared back again. At 5 A.M. Mr. and Mrs. Herrell got up and came down stairs. Finding that the pilot would surely have to make a forced landing in the fourteen acre field next the house, they lit the fire, put the

kettle on in case of an accident and weary wayfarers would be in need of hot drink and food. They raised the window blind and saw lamps in the windows, and Mr. Herrell in the lantern and went out! Quite a storm had arisen making clear visibility impossible, even though the plane seemed almost over head the din was so deafening. It circled and re-circled like a wounded bird many put many times but as the dawn came the mysterious plane vanished like a wraith into the dim distance. We are still wondering who was the pilot and where was he heading for. He certainly must have had an iron nerve and courageous heart to battle the dark stormy atmosphere, until dawn allowed him to get his bearings and wing away, we hope to a safe and happy landing. I am, Sir, etc., READER.

De Valera (Ottawa Journal) Bamon De Valera, Prime Minister of Eire, is coming to the United States on the invitation of President Roosevelt. After a night at the White House he will go to New York to open the Irish exhibit at the World's Fair, later spend a month touring American cities. It is just twenty years since De Valera's last visit to the United States. He came then with a price given World's Fair, later spend a month touring American cities. De Valera's last visit to the United States. He came then with a price given World's Fair, later spend a month touring American cities. De Valera's last visit to the United States. He came then with a price given World's Fair, later spend a month touring American cities.

Fishermen's Bounties (Halifax Herald) Speaking as President of the Fishermen's Federation at Lunenburg this week, Capt. Angus Walters said "the bounty to fishermen in 1937 was \$100,000, and the fishermen only received approximately \$111,000 last year." A resolution passed at the meeting "expressed the intention of learning what had become of about \$48,000 remaining."

Attention Swine Breeders NOW is the time to guard against PIG-WORM by using the most effective remedy on the market: Mac's Pig - Worm Tonic Powder It will thoroughly abolish all traces of worms, and improve the health of your herd. Price 35cts. per lb. Don't delay, Order by Phone or Mail, orders promptly attended to. Phone 315 The 2 MACS Prescriptions a Specialty. Remember there is nothing better for your stomach than Dr. E. Ans' 'mach Mixture PRICE PER BOTTLE \$5c. MAIL ORDERS PROMPTLY ATTENDED TO.

That refers to fishing bounties for the year on the scale established at Ottawa. But the matter is a great deal farther back than that—and a great deal deeper than that. By the Washington Treaty of 1871 certain reciprocal privileges were granted fishermen along the Atlantic seaboard of the United States, Canada and Newfoundland. This amount was paid in due proportion to the Dominion and Newfoundland governments. By the Fisheries Bounty Act of 1892 it was enacted by the Canadian Parliament that Canada's share amounting to four and a half millions should be funded and the interest therein was established at one hundred and sixty thousand dollars and annually divided amongst the total number of fishermen and crews engaged along the Atlantic coast of Canada. It should be noted that although the Award was made and paid to Canada in 1877, it was not until 1892 that the claim of the Maritime fishermen to this money was recognized and the Bounty Act was passed. Discussions of this matter have been almost continuous for decades, and in 1929 the question was exhaustively reviewed in the Case presented to the Duncan Commission by the Nova Scotia Government. It was declared in that Case that time that "And it was urged and repeated in that presentation that the fishermen of this part of the Dominion were entitled to the full benefits of

responsibility, a changed mood. The revolutionist and become the statesman, and De Valera's relations with the British Government, while always cautious, became sincere and friendly. He had a controversy with J. H. Thomas when that somewhat tactless Welshman was Secretary for the Dominions, but he got on well with Baldwin, ever better with Malcolm MacDonald and Prime Minister Chamberlain. At Geneva they made him President of the League Assembly, and he acted with dignity in office. His presidential addresses being marked by scholarship and reason and attracting world attention. Mr. Bennett, who met him at Geneva, while always cautious, became friendly, and the two men became good friends. Last year De Valera signed a new treaty with the British Government, and the Dominion of Newfoundland Free State into a virtual Republic he acknowledged its association with the British Crown, kept in technically within the British Commonwealth. Last September, at Geneva, he voiced eloquent support for Mr. Chamberlain, visited the British Premier at Downing Street on his way back to Dublin. It will be interesting to say the least to watch De Valera's movements and words when he comes to the United States. His visit at this time will not be without its delicate situations and difficulties.

the Halifax Award, which has been denied for upwards of forty years." (Now well over half a century.)

The Poet's Corner PRAYER FOR THE NEW YEAR One draught more from the cup of living. The wine grown old, is sweeter than before; Grant me, O God of life and life's blessings. Yet one day more. Grant me to feel once more the joy of striving; What though with feeble will the struggle I forbore; Grant me, O God of life and joyous labor. Yet one day more. Grant me one other day for love and laughter; And one dear day beyond the beckoning door; Grant me, O God of life and love's rich blessing. Yet one day more. Grant me of friends both loving and true; In age as youth an ever bounteous store; Grant me, O God of life and loving kindness. Yet one day more. Grant me an hour for the undying Zeal; Fill full the goblet till the cup runs o'er; Grant me, O God of loveliness eternal. Yet one day more. —O. J. Stevenson.

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