

THE CHARLOTTETOWN GUARDIAN

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REVIVING OYSTERS.

An experiment is now under way in Long Island Sound, U.S.A., which will be of interest in this province. Long Island Sound was once famed for its oysters which fed the markets not only of the United States from ocean to ocean, but were well known in the restaurants in London and Paris.

The State Shellfish Commission took the matter up last year and succeeded in restoring life to the dead oyster beds and there is now every reason to hope that in a few years the Sound will again teem with oysters. Quoting from the Atlantic Fisherman: "The trick was done by importing oysters by the hundreds of thousands from other American waters, some as far as Puget Sound on the Pacific Coast, and planting them in river mouths where a flow of fresh water from inland springs gave them proper food. Old time oystermen doubted the plan's success at first but had to be convinced when they saw the 'set' before their eyes. Now they have visions of returning prosperity."

While this records only the success of the "set," that is the setting and healthy starting of the spat or spawn, there appears to be sufficient ground for the hope that the industry may be revived.

A similar condition obtains in Prince Edward Island. Richmond Bay once yielded thousands of barrels of oysters yearly. The Bay was eventually fished out. Experiments calculated to restore the industry not only failed but brought disease and death to the depleted survivors. Hundreds of barrels of young oysters were imported from beds in the United States and planted on the depleted beds. The imported fish died and spread disease and death over the whole bay, until now there is scarcely a living oyster where millions once grew and thrived.

The American Shell Fish Commission selected suitable places in which to plant the young oysters. They chose river mouths where the fresh water from inland springs brought them the kind of food they needed.

Around the shores of Richmond Bay there are numerous river mouths. It would be well worth while to give the American plan a test here. In any case the possibilities of this once rich bay should not be neglected. There is unquestionably some way in which this once great industry can be restored and it is worth spending money to discover it. Such a work cannot be done by private individuals. It could be done by a corporation or by the provincial government. There are hundreds of thousands of dollars waiting for development of this one bay alone and something should be done to make it available.

AUTOMOBILE ACCIDENTS.

Notwithstanding the fact that we have in this Province probably as large a proportion of automobiles per capita as any of our sister provinces, accidents are comparatively fewer than anywhere else in Canada. Scarcely a newspaper is published that does not contain a report of one or more fatalities or cases of serious injury. Collisions, level crossing accidents, plunges over precipices or embankments usually make up the alleged causes, yet behind these are generally the real causes and these are

in the majority of cases faults in the car itself. In a recent inspection instituted in one of our Canadian cities it was found that in twenty-five per cent of the cars inspected the steering gears or the brakes were faulty and the cars were suspended until the necessary adjustments were made. This is a very large proportion when we remember that the lives of others as well as of the occupants of the car are at stake. In many cities both in the United States and Canada there is a growing demand for compulsory inspection of automobiles and, in view of the many accidents occurring daily the demand seems to be justified. We have no doubt that such inspection will come eventually for there is no justification for allowing a dangerous vehicle of any kind to travel our public roads. The great majority of car drivers are careful and skilful and the danger of collision is almost nil unless there is something wrong with the steering gear or a brake fails to respond. The driver, unaware of the defect in his machine, crashes into the oncoming car or into a roadside obstacle and someone is injured or killed. Most car owners inspect their own cars before starting on a journey but all are not so careful and in that case compulsion appears to be the only remedy.

THE RUHR SITUATION

Our recent cables with reference to Ruhr and reparations matters have been somewhat startling. Lord Curzon's statement that other peoples had reparations coming to them and therefore "could not stand to one side and let France and Belgium carry out whatever policy they desired," was significant and could only mean that Great Britain must in some way interpose. What shape such interposition shall take is Britain's problem.

It is now an open secret that the French occupation of the Ruhr has been a disastrous failure. To quote again from Lord Curzon "Instead of seeing reparations coming out of the Ruhr we have seen all chance of any reparations being whittled away before our very eyes." France and Belgium have clearly indicated their decision not to back down on the proposed compulsion to make Germany pay up. Britain recommends that Germany be given an opportunity to resume her industries. This is the point of difference. The British House of Commons is divided and there is a general outcry against any action that may cause estrangement with France. The situation is both difficult and delicate and the next few days will very probably see a point reached where either agreement or disagreement will be unmistakable.

CROP REPORTS

From all parts of the province come most encouraging reports of the condition of the crops. The weather, it will be freely admitted, has not been favorable for plenties and other things, as it has been much cooler than usual and more rainy, but altogether it has been very favourable for the crops.

The hay crop is fairly heavy and will turn out a good average although the recent wet weather has delayed operations somewhat.

The grain and root crops are all reported considerably above the average and a bumper all round crop is assured.

As to prices nothing can be known for some time but there are no conditions here or elsewhere to discourage either the farmer or the merchant.

Notes By The Way

The sessional indemnity question. In discussing this matter in view of the fact that the incoming Government stands pledged to reduce the indemnity somewhat, the sessional allowance paid to members of the Dominion Parliament and also in some of the larger and smaller Provincial Legislatures may fairly be considered. The Dominion is vast in its area, has immense material resources and its Parliament has to deal with much more important matters affecting all the provinces than has any provincial legislature. Parliament has also to legislate upon national and international questions of the highest importance such as war and peace, treaties with other nations, etc.

The population of the Dominion by the census of 1921 was 8,788,483. That is three times as great as the population of Ontario (2,933,662), and almost one hundred times as great as the population of Prince Edward Island (88,656). The Dominion pays its members of Parliament \$4,000 each per session, but the sessions are long, the last extending over five months and each member on an average represents over 36,000 people. Ontario, with thirty-three times as many people as our Island Province pays the members of its legislature \$1,400 each per session. There also the sessions are much longer than in the smaller provinces. In Ontario it is also to be noted that each member represents 26,400 people while with us each of our 30 members of the legislature represents fewer than 3,000 people, or less than one eighth as many.

Take other examples nearer home. New Brunswick has more than four times the population of Prince Edward Island. Its legislature contains 48 members whose sessional allowance is \$1,000 each. Each of those members represents over 8,000 people. Nova Scotia has an Assembly of 43 members whose sessional allowance is \$700 each and mileage of 30 cents per mile to and from the capital. Each of those members represents over 12,000 people, or more than four times as many as a member of our legislature represents. Taking the eight provincial legislatures outside of our own and each member thereof represents an average of \$13,500 people, against an average of 2,950 in this province.

It is admitted that with 30 members in our local House the Province is greatly over-represented. If we had half as many we could afford to pay them more than we can now afford. Small as our population is, it is unfortunately diminishing. This makes a strong plea for close economy, which should begin at headquarters. It may be said that \$500 per session, being less than is paid in many other provinces is not a large indemnity and if we had a House of 15 instead of 30 it would not be. But while we have the 30, which our people seem disposed to retain, and in view of our limited resources financially and without forests, minerals, or water powers, a strong case is made out for the reduction of the sessional indemnity.

The strongest reason for making reduction is that deception was practiced by the Bell Government when the indemnity was increased. Under promise of strict economy the members' pay was increased 150 percent while the tax-payers' burdens were doubled. Reduction is now due because the increase made in 1920 was conceived in deception and selfishness. Also because economy demands it. It is also to be noted that in the earlier years of increasing members indemnity at Ottawa the increase was made to first take effect only in the next succeeding parliament. The members who voted for the increase could not share in it unless and after they were re-elected. When the increase from \$2,500 to \$4,000 was made under the Meighen Government it was made in 1920 in the fourth session of the then parliament. One half the members who voted for it were defeated in 1921.

But the big Ottawa indemnity still stands. It is time that sort of thing was checked. The cost of government and legislation has increased greatly and ought to be diminished. It will be the privilege of the Stewart Government to lead the way and set a worthy example in this matter, which we trust may be followed throughout the Dominion. What the reduction may be will be for the victorious party in their wisdom to determine. They may be trusted to keep their promise and make a start in the right

Problems To Be Solved

How to Solve Them and Make "Ends Meet."

(By W. L. Cotton.)

All the talk in the country throughout this Province in the past week has been about the weather, the prospects for hay and harvest, and the result of the Provincial election. Concerning the latter there was a feeling of general satisfaction—tempered by the thought that the Conservative majority is too large, alike for the welfare of the country and the good of the party. A strong patriotic Opposition, skillfully led, is believed to be better for the people and better for the Government than when the majority in the Legislature is without the check which imposes care in the conduct of public affairs in order that the Government may be sustained and prolonged.

But it is admitted at this juncture that there is ground for the hope that the incoming Government will be moderate and reasonable, and will so well manage public affairs that the country will be benefited and that the Conservative party will retain the confidence of the Legislature and the people. The fate of the outgoing Government ought to be a sufficient warning that they had better be careful. There are difficult problems to be solved. How to make income and expenditure meet and at the same time meet all the requirements of the Province—will be a question all the more difficult on account of what their predecessors have done and have left undone. The roads upon which hundreds of thousands of dollars have been spent must, of course, be kept in good order and repair. Some means of accomplishing this feat must, of necessity, be supplied. The education of the youth of the Province—a matter of prime importance—must be supplied. To the end that sound bodies and good health may support the dictates of sound and healthy minds there must be an occasional medical and surgical inspection of the youths attending the schools. Moreover, public opinion and the interests of the Province demand that delinquent children shall be reformed by means other than those of our jails and penitentiaries. For the neglected children of the whole Province—those whose parents have passed away, and are without relatives to take care of them, means of maintenance ought to be provided. In short, an economic re-organization for the saving, the reform and preservation of those who may be transformed from inactive ruffians and criminals—into productive and supporting citizens is one of the movements towards reform which the Provincial Government is called upon to undertake in the interests of the Province.

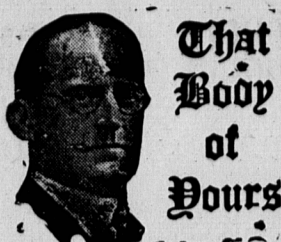
These projects and others that have been proposed will involve the expenditure of public money—in the beginning—though they will involve the saving of public money in the long run and in the end. The ingenuity of Mr. Stewart and his supporters in the Government and Legislature will be heavily drawn upon if the people are not to be additionally taxed in order that the present requirements of the country may be provided. In any case there ought to be an economical reduction and consolidation of the public services, so that more and better work for the public may be done at less expense.

Another matter to be considered and righted is the injustice of the electoral franchise. Attention has been directed by The Guardian and by some of the speakers in the recent campaign to the anomalous position of the wife, as compared with the husband when both go to vote. If they own land and real estate in which both have practically an equal interest and in which the wife is in any event entitled to her thirds, the wife—though she may be the better half—can vote for only one candidate, while the husband votes for two. Again in the case of a citizen, a storekeeper or mechanic, or manufacturer if he does not own his premises in fee simple, if he pay rent—no matter how much—he can vote for only one candidate, while the meanest, oldest, most dissolute and ignorant person in the community, possessed of a bit of land or a little house, can vote for two candidates in every electoral contest. This condition is not fair either to the elector or to the Province. It ought, in some way, to be remedied; and the remedy will require much consideration.

In the course of a letter to The Summerside Journal for its Jubilee Edition, Mr. J. D. Stewart, our next Premier, remarked that "although our country is today facing national and economic problems of greater magnitude and seriousness than any in her history, yet if our people—and more especially those to whom are entrusted the guidance of public affairs—are imbued with the same spirit of loyalty, patience and faith in the future as characterized our national forefathers, our Province, with the rest of Canada, and as part of Canada, can look to the future with confidence."

In this spirit all the problems that now beset our Province will be satisfactorily solved by the Government of which Mr. Stewart will be Leader, and the confidence of the people in the Government will be maintained.

direction. And it is time the move was made. Governmental extravagance is rampant in Canada. We pay our Senators and Commons \$4,000 in Canada, while in the great British Parliament the members of the Commons get \$2,000 and the Lords serve for nothing save the honors of the peerage.



BY JAMES W. BARTON, M. D.

Another Thought on Constipation

Why use bran which is rough and oil which is smooth and soft for the same condition—constipation?

The first thing to remember is that if you use bran you are using a drug just as in using paraffin oil you are likewise using a drug. The main point is that both these drugs are practically harmless. The bran which is used as a cereal, or in a biscuit simply irritates the intestinal walls and stimulates action of the bowel.

The oil on the other hand just softens the waste matter and it moves more rapidly along the intestine with less effort on the part of the intestine.

Now the point to remember is that if you have an irritable stomach and irritable small intestine this very irritation by the bran flakes can easily set up an inflammatory condition in the stomach and small intestine. This will mean pain and distress which may be more serious than constipation. Gastric and intestinal ulcers may start in this way.

The mineral or paraffin oil is therefore a safer proposition for general use than is the bran.

You see this is just where a little thought or sense will be of help. If you find that bran or other very coarse food seems to set up an irritation don't continue its use when there are so many other ways of correcting your constipation.

People differ very widely in the matter of digesting food. One person can eat cabbage and turnips and practically all of it will be digested, whilst another person will digest only a fraction of it.

We're not all alike inside any more than we are outside.

That's a point we're apt to forget.

Ancient Code of Honor Revived Again in France

PARIS, Aug. 3.—Paris has taken one more step back to pre-war conditions by reviving duelling. Two members who insisted on settling a personal difference with duelling were revived a provision which, since the war, has appeared ridiculous even in the eyes of the French, who still maintain that there are some disputes that can only be decided "on the field of honor."

General opinion, however, is still against duelling for anything short of the gravest reasons, and one writer regretting its revival has suggested that a new article in the duelling code should prescribe that encounters can only take place in the devastated regions, close to a battle field or military cemetery. "Few are the adversaries," he says, "who facing the wooden crosses of so many Frenchmen, killed in the most formidable duel in history, will not find their own quarrel ludicrous and fall in each other's arms."

Daily Selections FOR Guardian Readers

THE AGRICULTURAL EDITOR'S POEM

I would flee from the city's rule and law, From its fashion and form cut loose, And go where the strawberry grows on its straw, And the gooseberry grows on its goose. Where the catnip tree is climbed by the cat, As she crouches for her prey— The guileless and unsuspecting rat. On the rattan bush at play. I will watch at ease the affron cow And the cowlet in their glee, As they leap in joy from bough to bough. On the top of the cowslip tree Where the musical partridge drums on his drum, And the woodchuck chucks his wood, And the dog devours the dogwood plump In the primitive solitude. Oh, let me drink from the moss grown pump Where that was hewn from the pumpkin tree, Eat mush and milk from a rural stump (From form and fashion free)— New gathered mush from the mushroom vine, And milk from the milkweed sweet With luscious pineapple from the pine— Such food as the gods might eat! And then to the whitewashed dairy till turn, Where the dairymaid hastening hies, Her ruddy and golden red butter to churn From the milk of her butterflies; And I'll rise at morn with the early bird, To the fragrant farmyard pass, When the farmer turns his beautiful herd Of grasshoppers out to grass. —Sam Walter Foss

Millinery at Half Price. All our summer hats are on sale this morning at half price as we make it a rule never to carry millinery from one season to another. They go on sale today at Half Price. S. A. MacDONALD

Announcement McLaughlin Buick Sale and Service 159 to 163 Queen St. Next door to J. S. Wedlock Ltd. Owners of McLaughlin Cars can secure prompt and efficient service and all parts required without delay. In the course of a few days we will have a complete new stock of McLaughlin parts on our shelves and a car load of NEW 1924 McLAUGHLIN BUICK CARS on our showroom floor. It will pay you to see these new models. Phone orders for parts will be shipped out promptly. McLaughlin Buick Service Don't Stop R. E. WHITE Phone 933 McLaughlin Buick dealer for P. E. I.

TECHNICAL EDUCATION LOSING POPULARITY. NEW YORK, Aug. 4.—The late world war, almost exclusively a conflict of science and engineering, gave a tremendous impetus to public interest in engineering study and resulted in a big increase of enrollments in the technical departments of American colleges, according to statistics just gathered for Mechanical Engineering, official journal of the American Society of Mechanical Engineers. "Never in the history of the world," says that publication, "were engineers of greater importance than during the period from 1915 to 1920. The 1920 enrollment was nearly 50 percent greater than that of 1913 and 1914." Figures assembled by Allan Bright registrar, and W. F. Rittman, professor of mechanical engineering, both of the Carnegie Institute of Technology show a sharp decline in enrollments since the war. This, say the investigators, is but a "natural reaction of 1918 and 1919, aided by the industrial depression of 1920." Many upper class students in the middle west have solved the problem of cheap education, according to the report, by attending colleges near home the first two years and later entering a distant engineering school with advanced standing. The statement is based on enrollment figures in 21 American colleges universities and institutes. OFFERED CASH TO WOMAN MAYOR FOR PROTECTION. FAIRPORT, O., Aug. 4.—Albert Schriegel, awaiting trial behind the bars of Lake County jail, learned about women from the Fairport mayor and justice of the peace. Schriegel is charged with offer-

"MILLBANK" THE QUALITY CIGARETT