

# THE CHARLOTTETOWN GUARDIAN

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Friday April 2nd being Good Friday and a public holiday The Guardian will not be issued on Saturday. Advertisers please take note.

TUESDAY, MARCH 30, 1920.

## INTERNATIONAL MIXUPS.

If Mars or any other of our sister planets should be permitted to watch our little struggles down here in this little world they must be amused at us, or pity us, that is, if their intelligence is as superior to ours as their size and age might lead us to think. A few years ago one of the biggest and most cultured of us undertook to bully and dominate the rest of us. The rest of us flew at his throat and for four and a half years our little world was deluged in blood, its industries crippled, the production of food practically stopped. The bully was soundly thrashed and, on his knees, promised never to do it again. In token of his sincerity he handed over all his guns and his ships to the rest of us and promised to pay us for the harm he did. The rest of us, who had been pretty badly mauled in the melee, naturally felt sore; we would never swap jackknives with him again; we would never play in his yard again or have anything to do with him. Some however, wanted to continue swapping jackknives with the bully and disagreed with the rest of us about our terms with him whereupon the bully became insolent again and wanted to keep some of his guns and things and the rest of us began haggling with him and, in the hope of making a better man of him we made a number of concessions and are thinking of making more—all of which he now fully expects and regards as his right. Moreover, he declares now that he won't pay us what he promised as the fight he raised cost him a great deal.

Now, in order that he may be able to pay us we are lending him money and ships and swapping jackknives with him. In the meantime he has started a little hell on his own account, on his own ground, in the hope that it may overflow into the countries of those who were so cruel as to beat him into submission. While he is tearing around at home we can do nothing with him and in all probability we shall either have to go in and beat him till he knows he is beaten or set him up again in business for himself so that he can pay us what he owes us. Just why we occasionally take a notion to pummel each other half to death and then set the pummelled one on his feet again and fall on his neck and love him may amuse the Martians but it loses its comedy when observed at close range.

## CULTURE VS. LABOR.

"When Adam delved and Eve span, who was then a gentleman?" runs an old saw. It was long after Adam's day that the genus "gentleman" appeared on the scene. The "gentleman" came with culture and education.

In the early days of our evolution from primitiveness every man and every woman did his or her own work and his or her own fighting. We had come far down the ages before we discovered that we could engage some one else to do our work and pay him (with something we had plenty of that he was short of. Still farther along we discovered that we could get much more work done and much more profit out of our abundance by engaging two men. Eventually the genius arrived who could actually engage a gang of men and with a corresponding profit. And so it came to pass that the man who could command the services of the greatest number of men, and secure the most out of the labors of others came to be looked upon as the greatest product of his time, a successful man, and to be successful became the aim of the developing civilization.

At this stage we of the Twentieth Century have arrived. We have discovered that the successful man is he who utilizes the labors of others for his own advancement; that the unsuccessful man is he who works for what an employer chooses to give him; and so the aim of our culture and education is to fit us to live without work and we are succeeding, amazingly.

In our modern cult there is a shorter road to success than the tedious process of apprenticeship followed by our less far seeing forefathers. The young man today leaves school and, if he has absorbed a sufficient amount of the prescribed curriculum, enters the university in preparation for one of the so-called "higher professions." If he has "jumped" the curriculum, as the great majority of those do, he becomes a full fledged tradesman—a carpenter, blacksmith, bricklayer or, better still, a contractor and employs others to do the work which he cannot or will not do himself.

This is one of the main reasons why today we so seldom hear the word apprentice and more seldom still see an apprentice serving his time learning a trade, the reason too, alas, why we have no tradesmen except those who have come to us from a past generation.

We are becoming too cultured to work and we are shortening our working hours while increasing the remuneration demanded. If culture continues for a few more generations we shall be obliged to import our laborers from Asia or elsewhere where men still work for a living.

## CURRENT COMMENT

In the processes of extracting sunbeams from sour grapes the Liberal of today is a first class expert. One of their organs says, "All signs indicate the fall of the present administration." The same issue devotes a column to the growing strength of the Farmers and Labor parties whose policies they claim to be identical with that of Liberals. If their pipe dreams were realized and the "fall of the present administration" became a reality, then who would rule? They justify the "rise of the Farmers' party" on the grounds that a "readjustment of the economic forces of the nation has become necessary if we are to make progress in democracy," and that "This implies a certain failure of the Liberal Party." With this offshoot already developed two to one of the parent party, as demonstrated by the Ontario farmers party, what hope is there for decrepit Liberalism? Grouped in a small corner, perchance in some political museum as a relic of what was once a great party, they will bask in the sunshine which finds reflection only in the decrees of a bitter fate.

A strong indictment calls for a strong defense. The Pioneer is after the Journal, in defence of Mr. W. L. MacKenzie King. It describes the pro-argument as "futile; easy to parry," and then devotes a column and a half to "parry" the blow. If the strength of the accusation is to be measured by the plentitude of strong adjectives and lavish display of large capitals marshalled out to his defence, then we fear the plight of the Liberal leader must be a bad one.

And the Pioneer has taken to prophecy. Not of the ancient type but of that kind so peculiar to propagandists of their political creed. It has, on paper, joined the other eight provinces, "in expelling from office, bag and baggage, the present incapable and irresponsible cabinet." How often are our ears made to tingle and burn with just such irresponsible predictions.

Resolutions are before the House of Assembly at Halifax calling for a conference of the three Maritime Provinces to insist on our rights against a federal policy of western preference. If the scope of such a conference were sufficiently enlarged as to take up other matters of special interest to these three provinces it could be productive of much good. Foremost amongst these would be the question of transportation the supreme importance of which seems never to have been fully comprehended at Ottawa, and to some extent even amongst our own people. In union is strength and a getting together with these distinct objects in view the chances of success will be stronger than with each province fighting its case singly and alone.

New Brunswick had a deficit last year, and it was not election year, of \$327,682.22. They promised to wipe this out with a surplus of \$121,000 in the current year. Like our Island Liberals there are more prolific in promise than performance. Last year they estimated a \$10,000 surplus, and although revenue exceeded estimates to the amount of \$104,592.83 they show the above big deficit. This promising of surpluses and developing deficits, is chronic in Liberal camps. We had a twenty years surfeit of it, with its accompaniment of increasing taxation, and now under the

## Daily Selections Guardian Readers

Furnished by W. S. Louson

### FOR THOSE WHO FAIL

"All honor to him who shall win the prize."  
The world has cried for a thousand years,  
But to him who tries and who fails  
and dies  
I give great honor and glory and tears.  
Give glory and honour and pitiful tears  
To all who fail in their deeds sublime;  
Their ghosts are many in the van  
of years,  
They were born with Time in advance of Time.  
Oh, great is the hero who wins a name,  
But greater many and many a  
Some pale-faced fellow who dies in shame  
And lets God finish the thought sublime  
And great is the man with a sword undrawn,  
And good is the man who refrains from wine;  
But the man who fails and yet still fights on  
Lo, he is the twin-brother of mine.

## A Profitable Merchant Marine

A net profit of nearly \$1,500,000 after allowing for operating costs insurance and depreciation, is the financial record of the Government merchant marine. This profit has been made on about twenty vessels none of which has been operating for more than a year, and most of which have been in commission only since Autumn. Taken out of gross earnings of \$3,448,000, the profit has a ratio of about 40 per cent. On a tonnage of about 100,000 this is \$15 per ship ton. It is estimated that in a full year a cargo ship ought, at present, to be able to earn \$50 per ton, but most of the Government ships have been operating for only short periods.

It is refreshing to note a Government operated service in a commercial line paying a profit. The Australian merchant marine of fifteen ships paid for itself in two years, or at a rate of 50 per cent, but this was in a war period. Rates since then have lowered considerably, and on the Atlantic, at least, cargoes have been rudely frightened off at times by exchange, coal and other difficulties. The Canadian fleet is to be enlarged by nearly forty more vessels, some of them big ones, and by June the fleet in commission is likely to be about forty vessels. The larger part of the fleet as planned has still to be delivered, and it will come into commission at a time when rates are likely to be on a much closer basis. Already they are merely holding, on account of higher costs. But if the present fleet, enlarged from time to time, keeps on making a profit during 1920, as may reasonably be expected, the amount to the credit of the marine finances should ensure favorable conditions for a long time. The cost of the fleet will not be far from \$70,000,000 ultimately, but United States vessels cost considerably more than ours, and British costs are almost on a par with the prices of the later Canadian contracts. The main thing is, of course, to give Canadian business men full ocean service opening up new routes, enabling them to export and import direct, instead of through the United States. The value of the Canadian goods carried out in the 100,000 tons of the Government fleet is more than \$20,000,000. This is a value of \$200 a ton and the imports have been a valuable aid.

The critics of the Government's merchant marine policy are few in number. The principle of building up a Canadian marine is heartily favored by all Canadians. With this construction, Canada is seventh or eighth among the marine nations, and this ocean service, in conjunction with the great railway systems now controlled by Ottawa, seems a necessary insurance of our commercial future. The United States has built up a merchant fleet not now greatly inferior to Britain's. What it will do with all these ships once the trade of the world returns more to normal, remains to be seen. A tonnage crisis is inevitable. But a sane, cautious policy in respect of the Canadian Government marine will avoid the dangers of overbuilding, in our case, and preserve for us our new sea footing, without incurring the possible perils of it.

Bell government the country is to have a further touch of the lash. A new philosophy on the effects of taxation is propounded by Mr. Pardee and championed by the Toronto Globe. He would increase the tariff on luxuries and in addition impose an excise duty, they suggested eight per cent, on the output of Canadian manufacturers. From the standpoint of collecting a revenue the proposal might meet with some favor. The amusing feature is their claim that "These excise taxes would operate to lessen the net profits of the manufacturer rather than to increase the cost to the consumer." The Globe must be very green in matters of business method. Taxes, like rents, insurance and other expenses are always accounted as overhead charges and if not added to the selling price of the goods they will be met in reduced pay to employees. In real fact it will be the consumer who would have to pay the bill.

Production of flax in Canada was discussed in parliament at some length. Dr. Tolmie, Minister of Agriculture, said "The Government had already given encouragement to its production" and "were fully alive to the importance of developing flax and hemp production." This is a flourishing industry in Ireland. Our climate in this province, which is similar, should be adapted to flax growing, and at present high prices should be very profitable.

## 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 expressed by its correspondents.

### The Egg Situation

Sir.—The rapid decline in eggs the past two weeks is largely due to large quantities coming in to our Eastern Markets from the Canadian West, and the U. S. A., the latter having no outlet for their fresh gathered in the United Kingdom owing to the present rate of exchange. The U. S. A. prices have been for the past few years much lower than ours in the early spring and late fall. As the situation presents itself at present it is a lamentable fact, however, that the producers of P. E. I. are, or have, to be governed by the price of U. S. A. eggs, which are not subject to any egg inspection or grading as are our Canadian shippers. The P. E. I. Produce Association have protested vigorously against this unfair competition and have hopes of the Canadian Produce Association recommending similar restrictions on United States Eggs coming in to this country as those now in force in Canada.

The present outlook on the seasons' crop has a strong tendency to lower prices as the present rate of European exchange almost prohibits their importation by English buyers, and that together with an over-supply of United States eggs are bound to lower prices on the Canadian Markets.

The following letter to the editor of the Produce News, from a Glasgow dealer taken from the Montreal Trade Bulletin, dated March 28th, speaks for itself.

"We admire your leading articles dealing with the egg trade. They are short and to the point, yet contain all the guidance a wise man needs. Our friends in the United States need no instructions from this side; they know their own business well enough. However, we will state one fact: No eggs will be imported into Great Britain this year unless the exchange becomes more normal, so those who store will require to find a market at home. Evidently at a market at was a rotten proposition, and unless prices go down considerably it will be still worse this year. Another fact: Storage eggs, no matter how good, are only old eggs, and depreciation has ever to be added to first cost."

We are, Sir, and etc.  
AULD BROS. LTD.  
per A. A. Pomeroy.

### Others' View Points

#### A WORTH-WHILE COLLEGE HONOR

(Haverhill Gazette)  
Often you hear of this college lad or that one, winning laurels at school. They come home with the college initial in their sweaters, or silver cups, or medals. The home folks are proud of them, and the boys are well pleased with themselves, too. It may be that he won the one-hundred yard dash or 'made' the football team, or hurled an elusive sphere on the baseball diamond. Or he won the oratorical contest, wrote a high-brow article on Egyptian learning, or made a perfectly wonderful ascen-

### One Carload

TWELVE THOUSAND FRESH COLUMBIA BATTERIES RECEIVED TODAY.  
Orders Filled Promptly  
The Rogers Hardware Co., Ltd.  
Wholesale & Retail

### THE REASON WHY

WHY DO OUR HEARTS BEAT FASTER WHEN WE ARE RUNNING?

When you start running, the brain knows at once that your legs and other parts of the body will need more blood to keep them going; and so the brain sends down orders through his special nerves which make the heart beat faster, to get busy, and they do.

Then when you stop running, your heart is beating faster than necessary—there is really an over-supply of blood being pumped through your system for the time being, and that makes you uncomfortable, until the brain sends word through the other set of nerves to the heart to slow down the heart beat. It is better to stop running gradually, to give the heart a chance to get back to its normal beat gradually also.

—From the Book of Wonders, Published and Copyrighted by the Bureau of Industrial Education, Inc., Washington, D. C.

## "THE HABERDASHERY"

# NEW SUITS FOR EASTER

Your Spring clothes are ready. There's magic in the phrase for this seasons styles show the spirit of the times. Designers have created with a freer hand—and we have bought the best not only in style but in quality and pattern. Indeed the showing of new suits is almost bewildering in its diversity and assortment. We would like you to step in and see the new models.

## BOYS' SUITS

A splendid line of boys new spring suits here to choose from. The patterns will please the boys the quality will please the mothers. Prices \$10, \$12, \$14.50 and up to \$25.00.

# Henderson & Cudmore

101 Grafton Street

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