

THE CHARLOTTETOWN GUARDIAN

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WEDNESDAY, FEB. 28, 1923

THE MONCTON AFFAIR

An intimated in yesterday morning's report of the meeting of the Council of the Charlottetown Board of Trade, an invitation had been received from the Secretary of the Moncton Board asking the Charlottetown Board to send delegates to a joint meeting of the Boards of the Maritime Provinces for the purpose of taking concerted action regarding the proposed re-organization of the Canadian National Railways as proposed by the management. It is this Board's opinion that the management should be given a free hand to manage the system in the best interests of efficiency and economy.

No doubt the reply was carefully considered, but the wisdom of declining a courteous invitation to a joint meeting because of not being "sufficiently informed" may well be questioned. The purpose of the proposed joint meeting of the Maritime Boards of Trade was to discuss such information as the various Boards possessed and, if possible, to secure more information and we are of the opinion that something might have been gained and nothing lost by sending two or three delegates to this meeting. It is well known that railway matters in the Maritime Provinces are not in as satisfactory condition as could be wished and while there is no intimation that there was any disposition on the part of the proposed joint meeting not to "give the management a free hand," it is quite possible that a full and free discussion might have had the effect of at least modifying the "free hand" as to very materially benefit the Maritime Provinces. The management of the Canadian National Railways is not a cast iron institution, Sir Henry Thornton while in the Maritime Provinces encouraged the discussion of grievances and even of sectional requirements for the purpose of solving any difficulties that might arise and we cannot but regret that the Council of the Charlottetown Board of Trade has declined to take part in a discussion in which no doubt all the other Maritime Boards will participate. It goes without saying that the management should be given a "free hand" and it would be unfair to assume that the proposed meeting had any intention of fettering that hand. Changes are in progress which will affect the Maritime Provinces and Charlottetown may in the near future face such a problem as Moncton is now facing. In that event it may not be to our advantage to find ourselves isolated from our sister Boards of Trade and our sister provinces.

and has an understanding of Canadian conditions. The immigrants will be brought to their destinations at the joint expense of their home governments and the Canadian Pacific Railway, and without cost to the Canadian Government, a sufficiently significant arrangement. Arrived in Canada, the farmers will be placed with farmers from whom applications have already been received, and they will remain with these farmers until such time as they are able to strike out for themselves. The plan is a practical one and is already so far advanced that the first party, under its operation, is expected to reach the western provinces some time next month. It is also a patriotic one, applying directly to areas that are not served by Canadian Pacific lines as well as to areas that are served.

There is, in this arrangement, an example which contrasts sharply with the Government's lack of purpose and lack of initiative. There has been no dearth of promises or professions on the part of the Administration, but performances have been conspicuously by their absence. Quite recently it has been intimated that Canada is to participate in the Empire Settlement project which is backed by the Imperial Government and of which other Dominions have not been slow to avail themselves. Just how much or how little is meant by this intimation remains to be seen; past attitudes have not been encouraging, and it is difficult to understand how even the Empire Settlement scheme can be made advantageous to Canada in the hands of a half-hearted or fettered Government. The statement made in the British House of Commons by the Under Secretary to the Colonial Office, that grants had been approved under last year's Emigration Act to 9,000 persons for Australia, 1,546 for New Zealand, and 130 for Ontario, shows how little has been done to protect the interests of this country in the matter of immigration. The Government of Britain has been ready enough to co-operate, but the Government of Canada has not wanted co-operation. Up to the present, the only original legislation foreshadowed by the Government provides for the registration of Chinese immigrants and the taking of their fingerprints for purposes of identification. There may be sound reasons for restricting the immigration of Asiatics, but the whole immigration policy of the Government if there is a policy at all, is based upon restriction, and this at a time when the country is crying out for more population. Such proposals as that contained in the resolution of Mr. Neill, of Comox-Alberni, that the Minister of the Interior be empowered to refuse admission to any class of immigrants, do not help the situation, and Mr. Stewart is right in questioning the propriety of the plan suggested. It is for Parliament to say who shall or shall not be admitted, and to justify whatever discriminatory action it may deem necessary; no such sweeping authority ought to be conferred upon any minister, and no minister would be well advised in accepting such a serious responsibility.

The Government and Parliament would be better employed in legislation for the admission of new citizens than in looking about for opportunities for tightening existing restrictions. The fact that the immigration appropriation this year is more than double that of a year ago is a hopeful sign, but it does not promise the kind of campaign which the interests of the country require. Canada did not even hold its own in immigration last year.—Montreal Gazette.

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Notes By The Way

Something more about the French treaty. Mr. Fielding admits that it will cost Canada \$850,000 a year in lost revenue. That pretty well spoils the face of a million dollars. But what was the Great Financier to do? He had been twice to Washington and Uncle Sam had told him there was nothing doing. The mission to Australia encountered a general election there and came to the ground between the two stools of an out going and an incoming government. So it was neck or nothing at Paris when Messrs Fielding and Lapointe got there. So they sacrificed \$850,000 a year. Needs must when the devil drives.

France produces luxuries as Mr. Fielding also admits, — wines, silks, feathers, expensive drinks and torgery for lords and ladies. For the rich, the gay and the proud who array themselves in purple and fine linen and fare sumptuously every day, surely something ought to be done lest they complain. And to please their aesthetic tastes and at the same time make a treaty and save the King government's face, what is \$850,000 a year? Of course carrying critics will find fault and talk about the Liberal plankton that promised to make cheap the necessities of life and tax the luxuries. Let them rave! Everybody knows that platforms are made to get in on. The platform has served its purpose. The dear party is in. Let it go at that.

So it falls out that the millionaires, the nabobs, the aristocrats are relieved of taxes to the amount of \$850,000 a year. Just by the stroke of a pen scribbling the names of Fielding and Lapointe on a sheet of paper. Again the capitalists and plutocrats have their way as they mostly do. And what follows? Somebody must make good the loss and make ends meet. Revenue was all too scant to meet the obligations of the treaty. It is the night the day that the treasury bestows this bonus upon the rich, the poor must make good in the last analysis, which are made richer and the poor are made poorer by the French treaty. There is no other solution.

Moncton is in commotion and Boards of Trade are being stirred up to battle with the Railway Board for Maritime Province rights. The projected removal of the Audit Office people is the immediate cause of the stir. Behind that lie other matters; the absurd aggregation of non-railway men as a Board of Management for 22,000 miles of railway; the sectional composition of the Board and the absence of any really capable and suitable Maritime representative thereon; the fixing of the limit of the eastern division at Riviere du Loup instead of Moncton and the notorious discrimination in freight rates in favor of the west and against the east.

If there is anybody or anything more unpopolar than the Railway Board just now in the Eastern Provinces it would be hard to find. Hostility and indignation against the Board casts a baleful shadow beyond Montreal to Ottawa and upon the King Government that appointed them. But as a correspondent in The Patriot says, "we must grin and bear it." It is part and parcel of the King Administration, an aggregation of tyros who do not know how to rule and would not be likely to rule fairly if they did know. Quite naturally such a government as we have, appointed such a Railway Board as we have. As is often the case between parent and child, one is about as capable or incapable as the other. Like begets like.

It is of no use to talk of secession from the Dominion as some of the more indignant Monctonians were disposed to do. But they may be excused in face of the fact that the great Mr. Fielding was the earnest advocate of secession in Nova Scotia for twenty years and prospered politically through it all. Of course he dropped that sort of thing when he became Finance Minister. Tom Moore's rhyming proverb is as true of Grits today as it was of Whigs when he wrote it. "As bees on flowers alighting cease their hum, so settling upon places Whigs grow dumb." Monctonians have—perhaps quite as good an excuse as others have had for favoring secession, but it is not good enough and separation from the Dominion is not within our reach.

Why should not our Board of Trade send delegates to the trade conference at Amherst as requested by the Moncton Board? The object stated by Moncton is to consider concerted action. The Charlottetown reply is that our Board is not sufficiently informed. The Amherst meeting might be a good place to get such further information as may be needed. The Moncton Board has many times stood by Charlottetown. In the past and we may want their help in the future. What objection can there be to considering whether concerted action of the trade boards is or is not necessary? The reply sent to Moncton that "the Railway Management should be given a free hand" reads like a rather cold and curt answer to a courteous invitation which could have been accepted without danger or difficulty.

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The Public Forum

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Wine And Women

Sir.—A few days ago I read a letter from "A Sailor," saying he was a total abstainer yet he wants to have liquor for others, especially for expectant mothers. This sailor quotes from the Holy Bible. He knows some Scripture, but how many times in the sacred Word is strong drink condemned? World is strong drink condemned? I would direct him to the 13th chapter of that Book, where an Angel was sent to this world to warn a woman not to drink wine or strong drink. Wine was forbidden to anyone who was to be a Nazarete, as in Amos God charges Israel for giving the Nazaretes wine to drink. We might write all day and give some Scripture to condemn strong drink. I am, Sir, etc.

A MOTHER.

Bradabane.

Some Interesting Facts

Sir.—An interesting, convincing article appears in the Boston News Bureau, a daily financial newspaper of high standing on this continent, in which some statistics are gathered and published regarding the tax upon liquor of all kinds in the United Kingdom and to the effect it has upon the general revenue and taxation. The statistics are startling. It is apparently that "the safety in financial investment, savings and accumulations begins with safety in government and anything that undermines government undermines safety and savings and arrests individual and national prosperity and progress."

Last year there was a 1% of £120,000,000 or about \$500,000,000 per annum on English drink of all kinds. These figures are from the highest English sources and they were so unbelievable when first received that search was made in other documents, after which the conclusion was inevitable that the above figures do not include all the "spirits" taxes. In addition to the amount collected for taxes there were other statistics authorized and published regarding the amount of beer and spirits consumed in 1912 and 1921: the convictions for drunkenness and the deaths caused by alcohol and the periods separately of eight years. In 1912 there were 34,152,739 barrels of beer consumed in the United Kingdom, but in 1921 there was a reduction of that amount to 26,885,472, being only about two-thirds of the amount. In the same years the revenue from the larger consumption was only £2,562,119, while in 1921 the revenue was over five times that (£19,441,194) although the consumption had decreased thirty-three and a third per cent.

Now take the convictions for drunkenness. In 1912 there were 188,377 convictions for drunkenness, but in 1921 there were only 77,793. The country had a revenue nearly six times as large from the taxation on beer and spirits, whilst the convictions had decreased more than 110,000 every year. The deaths from alcoholism in 1912 were 1,831 and in 1921 only 423. These figures are so startling and so conclusive as to cause one to pause and wonder at the financial paper, which always deals with hard-headed facts no matter what the result states to think that they demonstrate clearly that the United States could arrest the national decay in government and re-establish the public morals, re-establish the supremacy of law, stop home brewing and family drunkenness, save thousands of lives now being sacrificed by alcoholic poisons, collect two billion dollars per annum from drink, and abolish the income tax and change the currency at capital in the development of the country's industries, transportation, mining and home building.

The prohibition failure spreads a panorama from our northern boundary to the Gulf of Mexico, is advertised by the President's message in Massachusetts by Massachusetts jails and prisons showing inmates increased from 2352 on September 30, 1920, to 3519 in the year following and to 3619 as of September 30, 1922, a 60% increase in two years. The record in the arrests for drunkenness in New York

last year showing an increase from 6724 to 9300, a gain of 2683 or 37% in a single year. The panorama of failure is spread in a fleet of thirty ships outside New York Harbor rumladen, their cargoes to be landed upon our coast while hundreds of other ships land liquors from Maine to Florida. Philadelphia has the wide open saloon and from the home brews three hundred deaths in a single month are reported by the Philadelphia police.

Washington, the seat of the Federal Government and under the control of Congress, is the most notoriously "wet" place in the United States. Even Denver, nearly two thousand miles from the Atlantic seaboard, is appalled by the increase in drunkenness, automobile disasters, robberies and murder. One hundred and seventy persons died last year in Denver from acute alcoholism, compared with five deaths in 1915. And 5315 arrests were made for drunkenness as compared with 4384 in 1915.

The people of the United States struck down the saloon with such a blow as to scatter the evils of alcoholism into the homes and to the degradation of the youth of our land. When alcoholic prohibition has been successful, worse evils have come in, until we now have upward of two million drug users in the United States.

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the car deck that people could not stay in the sleeper during the trip and even if they could how many would miss the chance of enjoying the trip over on the promenade decks to get the first glimpse of the red banks of the Island. How the President must have applied to himself, when he was told, "We want this through cut to save time in the transfer at Borden and Tormentine". Would this proposed car save time in the transfer as set forth in the published resolution? Absolutely not, it would just mean the loss of an hour or more every day the car was operated on the ferry, and means one of two things, the travelling public will have to get up a half an hour earlier in the morning to make up this time and arrive home a half an hour later at night, on account of the delay in shunting this car and the Island will lose the ferrying of four cars of freight, or the hour would come off the time we have between passenger trips in which case, instead of the Island losing the ferrying of four cars of freight, it would lose on a Pullman account of this one Pullman. Now I ask, is it worth it? One honorable gentleman said: "We should have a Pullman car service right through to Charlottetown, night travel would then be possible and the carryery could leave Borden at daylight. What would this suggestion mean to the people of P. E. I.?" Simply that the country people would have to drive to the station in the night so that a few well off people could enjoy the trip to Borden in a Pullman, and I very much doubt if the public in general would stand for such treatment. True, we are entitled to the best there is in the way of cars and Pullman by all means, but a Pullman between Borden and Charlottetown, if the new first class, electrically lighted coaches are not good enough for anyone, but for good enough carrying it across the Straits for the fun of the thing at a cost of at least a hundred dollars a day besides the inconvenience it would be to the business men of the Island, due to delayed freight.

Prince Edward Island would be showing a good example to the rest of Canada, and it would be a patriotic thing to forego what we are entitled to for the sake of economy, especially when the cost is out of all proportion to the service supplied as in this case. My contention must seem unreasonable to those who have suggested the putting on of this car, but such is the case and it cannot be got over, and I would recommend that the different boards of Trade look into this matter carefully before they insist too strongly on the operation of this through Pullman; and it might be a good idea for the different merchants along the line and the travelling public in general to look into this matter a little more closely before it is too late.

I can explain the reason of this hours delay to the entire satisfaction of anyone but it would make this letter too long, also in regard to the operation of this through Pullman; and it might be a good idea for the different merchants along the line and the travelling public in general to look into this matter a little more closely before it is too late.

Why that was nothing to what they got when they reached Sumner, I cannot say, but I think I can say with no doubt their choice of food, "tomato soup and biscuits" may have had something to do with the score, but I ask Mr. Higgins, "What has their choice of food to do with Railway matters?" If they saw fit to order soup and biscuits, what business is it of the Board of Trade or the Railway as long as they paid for what they got? But when Mr. Higgins intimates they had no choice in the matter of what they could get, he is doing an injustice to the railway and himself as well, and puts me in mind of the Old Sailor who happened to be on a pretty bungy ship one Christmas. The Captain's wife happened to visit the ship at that time and insisted on the Master giving the men a goose for their Xmas Dinner, so a perfectly good goose was cooked and sent in to them, when without investigation of any kind the Old Crank took it by the leg and threw it over the side, remarking, "there must have been something wrong with the damn thing or they would not have sent it in." Now just do you think it over and see if there are not a lot of old Sailors on P. E. ISLAND today, at any rate besides soup and biscuits, the Lunch Counter always has on hand bacon, eggs, baked beans, corned beef, hash, bread, cheese, corn muffins (the best in the world) honey, preserve and pastry (these are facts and not words).

Mr. Higgins appears to be dissatisfied with the change made in the Dining Service on the Ferry, and it was opposed to it myself, but that does not give him or anyone else the right to misrepresent what we have got in the shape of a lunch counter. The Island is as one on the matter of getting the road standardized, so why not all fight for that only till we get it and stop kicking over such paltry things as what a certain Hockey Team ordered for Lunch or the running of a through Pullman Car to Charlottetown for the extra comfort of the favored few who can afford to use it. To my mind the ferrying of this car to and from the Island every day would be a waste of a crime against the public generally, when you consider it would be used for carrying magazines and hand baggage only on the trip over, nothing more or less, for during summer it is so hot on

the car deck that people could not stay in the sleeper during the trip and even if they could how many would miss the chance of enjoying the trip over on the promenade decks to get the first glimpse of the red banks of the Island. How the President must have applied to himself, when he was told, "We want this through cut to save time in the transfer at Borden and Tormentine". Would this proposed car save time in the transfer as set forth in the published resolution? Absolutely not, it would just mean the loss of an hour or more every day the car was operated on the ferry, and means one of two things, the travelling public will have to get up a half an hour earlier in the morning to make up this time and arrive home a half an hour later at night, on account of the delay in shunting this car and the Island will lose the ferrying of four cars of freight, or the hour would come off the time we have between passenger trips in which case, instead of the Island losing the ferrying of four cars of freight, it would lose on a Pullman account of this one Pullman. Now I ask, is it worth it? One honorable gentleman said: "We should have a Pullman car service right through to Charlottetown, night travel would then be possible and the carryery could leave Borden at daylight. What would this suggestion mean to the people of P. E. I.?" Simply that the country people would have to drive to the station in the night so that a few well off people could enjoy the trip to Borden in a Pullman, and I very much doubt if the public in general would stand for such treatment. True, we are entitled to the best there is in the way of cars and Pullman by all means, but a Pullman between Borden and Charlottetown, if the new first class, electrically lighted coaches are not good enough for anyone, but for good enough carrying it across the Straits for the fun of the thing at a cost of at least a hundred dollars a day besides the inconvenience it would be to the business men of the Island, due to delayed freight.

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Prince Edward Island would be showing a good example to the rest of Canada, and it would be a patriotic thing to forego what we are entitled to for the sake of economy, especially when the cost is out of all proportion to the service supplied as in this case. My contention must seem unreasonable to those who have suggested the putting on of this car, but such is the case and it cannot be got over, and I would recommend that the different boards of Trade look into this matter carefully before they insist too strongly on the operation of this through Pullman; and it might be a good idea for the different merchants along the line and the travelling public in general to look into this matter a little more closely before it is too late.

I can explain the reason of this hours delay to the entire satisfaction of anyone but it would make this letter too long, also in regard to the operation of this through Pullman; and it might be a good idea for the different merchants along the line and the travelling public in general to look into this matter a little more closely before it is too late.

Why that was nothing to what they got when they reached Sumner, I cannot say, but I think I can say with no doubt their choice of food, "tomato soup and biscuits" may have had something to do with the score, but I ask Mr. Higgins, "What has their choice of food to do with Railway matters?" If they saw fit to order soup and biscuits, what business is it of the Board of Trade or the Railway as long as they paid for what they got? But when Mr. Higgins intimates they had no choice in the matter of what they could get, he is doing an injustice to the railway and himself as well, and puts me in mind of the Old Sailor who happened to be on a pretty bungy ship one Christmas. The Captain's wife happened to visit the ship at that time and insisted on the Master giving the men a goose for their Xmas Dinner, so a perfectly good goose was cooked and sent in to them, when without investigation of any kind the Old Crank took it by the leg and threw it over the side, remarking, "there must have been something wrong with the damn thing or they would not have sent it in." Now just do you think it over and see if there are not a lot of old Sailors on P. E. ISLAND today, at any rate besides soup and biscuits, the Lunch Counter always has on hand bacon, eggs, baked beans, corned beef, hash, bread, cheese, corn muffins (the best in the world) honey, preserve and pastry (these are facts and not words).

Mr. Higgins appears to be dissatisfied with the change made in the Dining Service on the Ferry, and it was opposed to it myself, but that does not give him or anyone else the right to misrepresent what we have got in the shape of a lunch counter. The Island is as one on the matter of getting the road standardized, so why not all fight for that only till we get it and stop kicking over such paltry things as what a certain Hockey Team ordered for Lunch or the running of a through Pullman Car to Charlottetown for the extra comfort of the favored few who can afford to use it. To my mind the ferrying of this car to and from the Island every day would be a waste of a crime against the public generally, when you consider it would be used for carrying magazines and hand baggage only on the trip over, nothing more or less, for during summer it is so hot on

the car deck that people could not stay in the sleeper during the trip and even if they could how many would miss the chance of enjoying the trip over on the promenade decks to get the first glimpse of the red banks of the Island. How the President must have applied to himself, when he was told, "We want this through cut to save time in the transfer at Borden and Tormentine". Would this proposed car save time in the transfer as set forth in the published resolution? Absolutely not, it would just mean the loss of an hour or more every day the car was operated on the ferry, and means one of two things, the travelling public will have to get up a half an hour earlier in the morning to make up this time and arrive home a half an hour later at night, on account of the delay in shunting this car and the Island will lose the ferrying of four cars of freight, or the hour would come off the time we have between passenger trips in which case, instead of the Island losing the ferrying of four cars of freight, it would lose on a Pullman account of this one Pullman. Now I ask, is it worth it? One honorable gentleman said: "We should have a Pullman car service right through to Charlottetown, night travel would then be possible and the carryery could leave Borden at daylight. What would this suggestion mean to the people of P. E. I.?" Simply that the country people would have to drive to the station in the night so that a few well off people could enjoy the trip to Borden in a Pullman, and I very much doubt if the public in general would stand for such treatment. True, we are entitled to the best there is in the way of cars and Pullman by all means, but a Pullman between Borden and Charlottetown, if the new first class, electrically lighted coaches are not good enough for anyone, but for good enough carrying it across the Straits for the fun of the thing at a cost of at least a hundred dollars a day besides the inconvenience it would be to the business men of the Island, due to delayed freight.

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Cash and Credit. A person without money or property usually has little credit, even if his integrity is well known. Credit is based on capital, and capital is the result of saving. Credit is not a gift; it is a growth. It comes through earnest effort long continued. Some day you will need it. Saving is the first step to good credit.

UNION BANK OF CANADA. Charlottetown Branch - R. B. Towriss, Manager.

That Body of Yours. By James W. Barton, M.D. (COPYRIGHT) HOW TO SIT DOWN. I have an idea that a smile will