

THE CHARLOTTETOWN GUARDIAN

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FRIDAY, FEBRUARY 8, 1924

RAILWAY MATTERS

At the request of the Council of the Charlottetown Board of Trade Mr. L. S. Brown, General Manager of the Atlantic Division, C. N. R., came to the City Wednesday night and held a conference with the Council yesterday. The press was excluded from this conference.

While the Board of Trade and the Canadian National Railways both are public institutions doing business for the public and in the interests of the public, they no doubt have the power, perhaps the right, to exclude the press from their mutual deliberations but many will doubt the wisdom of so doing. There is natural aversion to "secret conclaves" and to "hole and corner" meetings in the proceedings of which the public are interested. The only medium through which the public can procure authoritative information is through the press and if that medium is barred or if only an expurgated version of the proceedings is given through the press to the public there is room for much uncertainty and dissatisfaction and even suspicion.

It is quite true that the railway has been very freely discussed recently. It has been commended for any improvements effected and some errors, real or imaginary, have been pointed out. There would probably be much less criticism if the public, through the press, were kept fully informed as to the management's hopes for betterment and its intentions. Concealment always breeds suspicion even where no cause for suspicion exists. We are quite satisfied that the Railway management is doing all in its power to better the service and in this they will find the press and the public with them, but if the press is forbidden access to the information which the public are looking for and have a right to, the inevitable result will be suspicion, discontent and uninformed criticism and impracticable or impossible suggestions.

LEST WE FORGET

We are pleased to note that the Prince Edward Island veterans of the South African War, whose ranks have been kindly treated by Father Time, have decided to fittingly commemorate this year the twenty-fifth anniversary of the Battle of Paardeburg, which falls on the 27th of this month.

Through the war storms that have since intervened Paardeburg now looks far away but there are many among us who during the trying days of that period awaited the news of the war with anxious hearts.

At that time the South African War was the biggest thing in sight. Our young men who volunteered their services were of the same class of heroes as were those who, twenty-four years after, volunteered for service in the vaster war of 1914-18. The two men who fell at Paardeburg were of the breed of those whose bodies lie today under the poppies of Flanders Field.

It is fitting that we should remember them, remember them with pride and gratitude. The veterans of both wars are men of our present generation. We showed our pride in their unselfish devotion when they went to the front, in South Africa and in France, and both to the point at which danger threatened the Empire. Let us still show our pride in them and when Paardeburg Day comes round this year let us pay them the honour due them and, with the survivors, place our tributes with patriotic pride on the monument that

commemorates their two fallen heroes, Alfred Riggs and Roland Taylor.

THE ANTIQUARIAN

Those who find pleasure in antique collections and in studying the arts of past ages will find an invaluable help in The Antiquarian, a magazine devoted exclusively and exhaustively to this business. The February number, just received, is exceptionally rich in illustration and description of antiques, in furniture, ornaments, statues and relics of past generations. The magazine is published at 461 Eighth Avenue, New York, at the modest price of three dollars a year.

THE CURSE OF McADOO

Until the notorious McAdoo labor award is ironed out and thrown away says the Vancouver Sun, transportation conditions on this North American continent cannot get down to normal and the railways will labor under a burden which in turn is borne with suffering by the working public.

The McAdoo award was primarily a war measure. Its first effect was to increase salaries, shorten hours and enlarge the staffs of railways. Its purpose was to make Mr. McAdoo president. Unhappily, long after the exigencies of war conditions have passed, its effect still remains. In small stations where one man was solely in charge and who really worked about two hours a day, three men were put in—and three still remain. Conductors on little runs of two and three hours were awarded salaries of \$400 and \$500 a month, brakemen and firemen on a comparative scale. They still get it.

The total result is that the McAdoo award is still costing this continent fully 25 per cent of its transportation bill. Of even greater harmful effect is the psychological result of maintaining thousands of men in comparative idleness. An idle man is not only a curse to himself but a millstone around the neck of the industry he pretends to serve.

The Canadian National, being a government-owned railway does not feel like breaking the deadlock. The Canadian Pacific, being a privately owned road, does not like to be the "goat" and bear the brunt of ensuing labor trouble. And so this great incubus is still fastened onto the country's neck retarding its progress towards prosperity.

Transportation is the lifeblood of any country and it is absolutely up to railroad executives to get their lines operating at costs the traffic can bear. The effect of the McAdoo award must be wiped out sometime. And there should be railway brains in Canada capable of making a start towards that end.

EDITORIAL NOTES

That hedge-hog that came out on Candlemas Day and was scared by his shadow may yet have to be reckoned with. February is still in robust health and the warning "Beware the Ides of March" still holds good.

The occasional accidents on our sidewalks should afford a warning to our incoming City Council. Those complaints are perennial and some drastic action should be adopted to make them unnecessary. The sidewalks should be safe for pedestrians at all times regardless of weather conditions. During our few icy periods our sidewalks are positively dangerous.

Notes By the Way

The King government's move to reform the Civil Service has started off briskly. The officials took alarm when reform was first announced as about to begin but they were quickly pacified when the government began its operations. The panic subsided when a new Auditor General was appointed to replace the late incumbent who had died. Quebec claimed the place and it may be presumed also decided what the salary should be for there are 65 Liberal members from Quebec and only 115 Liberals in the House of Commons. So a Quebec man was appointed and "with a due regard to economy" his salary was fixed at \$15,000, which was just \$7,000 more than was paid the dead Auditor.

The next economical point was scored when the Deputy Ministers protested that their estimates for the salaries in all the departments had been made up for 1924 and approved by the government and could not be changed! That settled the case so that all was safe for the Fifty Million Dollar Service until 1925 at least. The third move by the Government was to appoint a new Audit Board—really another Royal Commission—with the new Auditor General as chairman and two other Auditors at \$3,000 each—cheap men these two! and only to give part of their time to the work till 1925. They are to report to the government. That makes all safe, salaries, contingencies and all, for at least a year to come and all is serene on Parliament Hill!

But this is not all. The Quebec Bridge want the Civil Service Commission abolished and patronage restored to the members of Parliament who support the government. This would be fine if only the lovers of patronage felt sure that their party will be in power after another election. But as to that even the men from Quebec are perplexed with doubt and shaken by fear. That is how the matter stands at present, the net result of the Economy and Reform Movement being that the Auditor's salary has been increased by \$7,000 and two other Auditors get \$3,000 a year each for part time. This is only a beginning, of course, but it shows the taxpayers that there is something doing at Ottawa in the way of Economy.

The progress of the Maritime Provinces during 50 years, 1871-1921 is reviewed by the Montreal Standard as compared with each other, with Quebec, Ontario and all Canada. In that period Ontario gained in population nearly 100 per cent, Nova Scotia 35.6 per cent, New Brunswick 35.8 per cent, Prince Edward Island lost over 5 per cent and all Canada together gained 135 per cent.

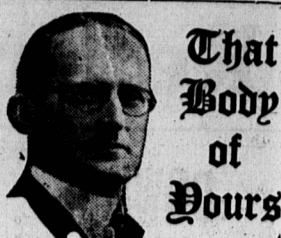
In the same period the number employed in manufacturing industries increased as follows:

Nova Scotia	1.80 times
New Brunswick	1.32 "
P. E. Island	nil
Quebec	3.08 "
Ontario	3.70 "
All Canada	3.63 "

After making these and other comparisons The Standard concludes that whether the Maritimers are justified in blaming Confederation for their slow progress is a debatable question; think there has been a lack of enterprise on the part of our people; that the decay of wooden ship building cost us dear but Confederation had nothing to do with that and that we were too slow in turning to new industries. These criticisms may perhaps help us to see ourselves as others see us which is quite worth while at times. In a final sentence The Standard rather grudgingly admits that "the Maritimes have some good grounds for the complaint that the general policy of Canada has been shaped to serve the interests of Ontario mainly and has in some respects been a drawback rather than a benefit to the provinces by the sea."

The trouble has been that there have been so many "drawbacks" and so few "benefits" coming this way during the past forty years that there is something more required by way of explanation. One of these things is why the Maritimes increased in population so much faster before Confederation than they have since; another is, why Newfoundland, which stayed out of the Canadian Union, has grown so much faster in population than the other Maritimes which entered the union, and still another thing that requires explanation is why every one of the three provinces here by the sea has lost one third of its representation in the House of Commons, or stands to lose it when redistribution is carried at the coming session of Parliament?

It can hardly be denied that within the fifty years Ontario and Que-



By James W. Barton, M.D.

HEART FAILURE

Did you ever notice that the expression "he died of heart failure" is not as common as it was a few years ago. In fact a physician is not supposed to use the expression on a death certificate, because in a sense everybody dies because of the failure of the heart to work any more.

And yet this very failure of the heart this piece of muscle we call the heart, accounts directly for many deaths. Not because it has valves that are not closing properly, or that remain partly open when they should be closed, but just because the muscle itself is not strong. Not heart disease at all as it is popularly known.

Take the muscle anywhere in your body, the upper arm for instance, because that is the instance that as a boy you liked to exhibit to give other boys an idea of your physical strength. This arm muscle is either getting weaker, stronger, or remaining the same, according to the amount of exercise you take. If you have been doing the same amount of exercise for some time it will remain about the same. This exercise may be just raising your food to your mouth three times a day, hanging on to the wheel of a motor car, to a strap in the street car, or actually working at manual labor.

If you increase this work or decrease it, that arm muscle will increase or decrease in strength. Did you ever stop to think that heart muscle acts just the same way?

You say "That's impossible because my heart is not under the control of my will, and keeps on beating whether I work or not." That's true, but if you were to keep your body absolutely still for weeks and months the heart muscle would become flabby and soft just exactly like your arm muscle.

If after lying for weeks or months you were to get directly out of bed, your heart would not be able to pump the blood properly, and you would faint away, in fact might collapse entirely.

What is my point? That you are only just as strong as your heart, and your chances of life rest to a great extent on the actual muscular power of your heart to keep pumping the blood for you.

How can you keep it strong? No royal road. Just plenty of walking, slow running, in fact any simple regular exercise will do it. And remember—nothing else on earth will do it.

Lest We Forget

FRIDAY, FEBRUARY 8.

GENERAL SHERMAN (William Tecumseh) Distinguished Civil War soldier, who led the Union Army on its memorable march "from Atlanta to the Sea," was born at Lancaster, Ohio, February 8, 1820.

JULES VERNE French novelist whose scientific romances, including "A Trip to the Moon," "Twenty Thousand Leagues Under the Sea," "Around the World in Eighty Days" gained world-wide popularity, was born at Nantes, France, February 8, 1828.

CETEWAYO A Zulu chief who headed a revolt against English rule, was captured, taken to England and lionized. He was rejected by the Zulu leaders when England attempted to reinstate him as king of the Zulus, and died in exile in British territory, February 8, 1884.

MARY QUEEN OF SCOTTS Daughter of James V. of Scotland and rival of Elizabeth for the throne of England, was tried on the charge of conspiring against the life of Queen Elizabeth, and beheaded February 8, 1587.

INDIAN CRUELITIES Sometimes the stories of revolting cruelties which crop up in the history of North America are difficult to understand, when the perpetrators and the victims were both white people. Such an incident is recorded as having taken place on this day in 1690. French spirits had been drooping under a series of defeats at the hands of the Iroquois, who taunted the white settlers with lack of spirit and turned their trade to the English to the south. Stung to a jealous rage, some of the hot-blooded Frenchmen decided to demonstrate their fighting ability before the red men. Three brothers of the family of Lemoine, known as d'Berville, de Ste. Helene, and Blenville headed a raid upon Schabandy, where they looted and burned the town, butchered sixty people and carried twenty-eight into a fearful captivity.

bec, by no better right than the power of their majority in Parliament, grabbed from the federal domain an area ten times as large as the three Provinces by the sea and of which the Easterners were joint owners, but for which joint ownership the latter have not received a dollar of money or a rod of land. This also was a case in which the "drawbacks" and the "benefits" seem to have been un-

Canadian Visitors In London

During the week ending January 23rd 186 visitors called at the Canadian Office, of whom 141 obtained interviews and 17 registered.

British Consuls in countries where there are no Canadian emigration agents will henceforth issue their visas to those Emigrants sailing to Canada via New York without insisting on the application forms being filled out and forwarded to the Emigration Agent as was previously the custom.

Although the epidemic of foot and mouth disease shows signs of abatement the position is still serious and only the ports of Cardiff and Avonmouth are available for the landing of Canadian store cattle. Information has been received by the Canadian office that there is no immediate prospect of the re-opening of Liverpool, Glasgow or Manchester. If no further outbreaks occur in the Dundee district during the next few weeks Dundee will probably be re-opened for shipments of store cattle.

As a part result of the temporary closing of other ports owing to foot and mouth disease the Bristol Trade Commissioner reports the impending arrival of 249 head of Canadian cattle the largest shipment so far despatched to Avonmouth.

The Dominion High Commissioners have been informed that the British Railway Companies have agreed to grant a concession of 50 per cent on the freight of exhibits to the British Empire Exhibition and 50 per cent on the freight of unsold exhibits taken away. Special Cinematograph films of the progress of the Exhibition are being sent to Overseas Dominions and foreign countries.

Information has been received that a Norwegian syndicate is considering the possibility of establishing an undertaking to carry out whaling operations in Baffin Bay. They also hope to erect a land station which will probably find employment for 100 to 150 natives.

Application has been made to the High Commissioner's Office for aid in connection with the arrangements of a party of proprietors and editors of Canadian weekly newspapers to visit Great Britain during the coming summer. Their aim will be to promote an interchange of ideas not only in the journalistic world but also in regard to general questions of Imperial and Dominion interests.

The third English speaking conference on Infant Welfare which will take place in London on July 1st, 2nd and 3rd is expected to be even more useful and instructive than its predecessors. The High Commissioner has been asked to interest various Canadian authorities in order that Canadian representatives may be present and contribute papers.

The High Commissioner has received an enquiry from a Canadian firm of printers and designers in regard to the steps now being taken by some of the great English railways to induce well-known artists to design posters to advertise their lines.

The Canadian Trade Commissioner at Glasgow reports that a well-known British Columbia lumber manufacturing company have secured a trial order for 5,000 sets of box shooks from an important Scottish firm of whiskey distillers. If the trial order is successful the whole of the box requirements of this firm amounting to between 100,000 and 150,000 per annum will in future be supplied from Canada. This order has been obtained in direct competition with Scandinavia, and opens up possibilities of further business both in Scotland and in Ireland where large quantities of boxes for exporting butter and eggs are required.

The same company is setting up a new machine for supplying large Glasgow importers with broom handles of which large quantities are imported from various countries.

From the same quarter comes the report that satisfactory progress has been made by the Belfast agency organized by a Canadian manufacturer of silos, over 50 silos of Canadian make having been sold in the first few months. The director of the London firm reports that during a visit to Canada undertaken with the object of calling upon a number of manu-

Daily Selections FOR Guardian Readers

THE BRIDGE WE DO NOT CROSS

How oft we trouble borrow, And suffer mental pain, Conjuring clouds tomorrow While yet no sign of rain. Future gloom foreboding, At night on pillows tossed, In fear of overloading, The bridge we do not cross.

From road there is no turning That we can see just now, Trouble ahead discerning, To avoid we know not how. And so we roll and tumble, At night, with sleep a loss, And hear the distant rumble On bridge we do not cross.

We see no silver lining On clouds our fancy paints, No stars through rifts are shining, Blackness our path attends, When daylight shows our folly, We then may count the cost, Passing streams of melancholy.

Buying Advertised Bargains
By Seth Brown

A good many people have the idea that because an article is advertised to be sold at a bargain—a marked reduction in price—that for that reason the offering should be under some kind of suspicion.

This is a mistake.

Every live dealer realizes the fact that at certain seasons of the year it is much better to clean up his stock and make room for new goods than to carry the goods over into another season. In other words he is willing to sacrifice his profit in order to make this possible and for that reason he advertises his goods at a bargain.

Good dealers never deceive anyone in regard to these sales and always explain why they are making a reduction in price. Therefore it is always safe to look into these bargain sales. Many people can find articles at certain times, which during the season, they were unable to buy on account of their higher price.

Bargain sales are a big advantage to dealers and to buyers, therefore there is no reason why a person should look with suspicion upon a bargain sale.

An advertiser who is in the habit of advertising regularly to his customers cannot afford to offer anything below regular price which is inferior, without fully stating the quality in the advertisement.

A bargain sale is a mutual benefit.

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facturers of wooden furniture dowels introduced by the London Trade Commissioner, definite contracts have been concluded for regular supplies with three Canadian manufacturers and there are prospects of business with others.

A report received from the Liverpool Trade Commissioner states that a feature of special interest to Canada in the newly opened Liverpool Fruit Exchange which now possesses the best equipment and facilities in the United Kingdom is the arrangement whereby all sales of apples will in future be conducted in the same room so as to insure the simultaneous presence of all buyers.

A report has been received that a large consignment of British Columbia evaporated milk recently arriving in Manchester was completely sold before arrival. The Canadian Commissioner in Manchester addressed the Rotary Club at Chester on January 15th on Canada as a factor in Imperial Trade and has arranged to deliver similar addresses before a number of Rotary Clubs in his territory.

The Honourable Senator Wilson member of the Australian Senate is sailing in the S.S. "Doric" to negotiate trade arrangements with the Canadian Minister of Finance. A deputation of Cheshire farmers has called on the Canadian High Commissioner to discuss with him arrangements for going to Canada to buy breeding stock if the embargo on breeding animals should be raised. About 30,000 of their own cattle have been killed in accordance with measures taken for the suppression of foot and mouth disease and they desire to replace their depleted herds. The Canadian High Commissioner in taking up the question of the raising of the embargo on breeding animals with Mr. Noel Buxton, the new Minister of Agriculture.

very happy and prosperous New Year." "Well, Reverend, what can I do for you?" "Well, sub, I want—ah—now—some of that sacrilegious wine." "Oh, a permit for sacramental wine! All right, Reverend, red or white?" "Confidentially leaning forward the Reverend Mr. Ellis said: "Well, sub, my congregation done tak' vote, and we-all decided on gin!"

J. A. Webster
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