

THE CHARLOTTETOWN GUARDIAN

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IRRESPONSIBILITY

The character of the "statesmanship"—save the mark—under which Prince Edward Island is suffering at present, is revealed in occasional utterances from our Liberal representatives. Confronted with pre-election promises from which they can no longer escape, they childishly try to belittle them and even to make light of them. "Little promises," Mr. B. W. LePage called them in his speech on the address, a speech to which the Patriot devoted two or three editorials of condensation and explanations. The Hon. F. J. Nash, in the No. 10 of a windy exposition on 112 definite glories, remarked curiously "who would blame any politicians for going to the count and not mentioning anything about taxation? Who indeed? For not the Liberal politician a vested right in deceiving the people? Who would blame him for saying nothing about so unpalatable a subject as impending taxation? His business is to blame his opponents for ruining the country with burdensome taxation to promise to reduce them and as soon as the opportunity offers increase the taxes four fold! Who would blame them? asks the Hon. Mr. Nash. Contrast this irresponsible, deceptive, shamelessly admitted method of appealing to the electors with the method adopted by Bonar Law, Prime Minister of England, before the recent election. Mr. Baldwin, Chancellor of the Exchequer, in appealing to the electors frankly told them "There can be no reduction of taxes! Imagine a British statesman appealing for votes with a "little promise" on his lips or cowardly dodging the question by "not mentioning taxation"! This, unfortunately, is the Liberal way in Canada. Mr. Mackenzie King's political career of a year and three months is strewn with broken promises. The four years of Liberal rule in Prince Edward Island is not only strewn but clogged with broken promises and, worse still, with childish excuses and barefaced denials.

province the recognized source of healthy pure bred animals is a goal worth aiming at, a goal which our isolation makes possible and which is not possible in any other province. Here we have absolute control of all the animals that come here; the other provinces are side by side and diseased animals may find their way across the border without official detection. The work of accreditation, as has already been stated, is going on as steadily as is possible in the circumstances and, considering the difficulty of travelling during the past four months, it has been remarkably rapid. It would perhaps be unwise to move too swiftly as accreditation applies only to pure bred herds and there are many that have not yet reached that standing. The aim therefore should be to gradually weed out all but pure breeds and establish accreditation areas wherever possible, widening the areas as circumstances permit until the whole province is an area of accredited herds.

With the British cattle embargo removed there is a brighter future than usual in the cattle business and the eastern provinces are already awakening to the fact. There is no place in Canada that has a better prospect in this line than Prince Edward Island not merely for the shipment of cattle to England, but for the much more profitable business of supplying the healthy pure bred stock from which the cattle in our sister provinces as well as in our own will be bred for shipment.

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SUPERSTITION

The serious illness of Lord Carnarvon, who is suffering from blood-poisoning due, it is said, to the bite of an insect which he was disintering the remains of the ancient Egyptian King, has revived a good deal of latent superstition. "Desecration" of human remains has in all ages any real or imaginary been regarded with considerable distrust, if not fear. No doubt this fear is due to superstition and there is more superstition in the world than we generally think. Many believe that Lord Carnarvon's illness is directly due to his meddling with the abode of the dead.

An interesting story of a mummy and the curse that was found written on its shroud is told in the autobiography of Sir W. F. Butler, who, as author of "The Great Long Land," is familiar to Canadians. He met a war correspondent on the Nile Expedition who was much given to tomb robbing and mummy lifting, and who, securing one really fine mummy, had shipped it to England still wrapped in its cere-cloths. This man later left for Abyssinia where he was "killed by an elephant, and buried on an island." A friend set out from England to bring home the body of the war correspondent, but on reaching Abyssinia and looting the island found it gone. There had been a flood and grave and island had disappeared. "The mummy had reached London" writes Sir William, "and was in due time unwound and the experts in Egyptology set to work to decipher the writings on the wrap-pings." There was no mistake about it—a curse was evoked on whoever should disturb the repose of the mummified dead. "May he," ran the invocation, "be abandoned by the gods. May wild beasts destroy his life on earth, and after his death may the floods and the avenging rivers root up his bones, and scatter his dust to the winds of heaven."

So there you are. Other stories of a similar character are told and Eastern literature teems with them. And who knows?

Notes by the Way

"Prince Edward Island, with a population of 88,000 has a debt in round numbers of about a million, whilst Newfoundland with 350,000 has a debt of \$52,000,000. In other words Newfoundland with a population only four times as great as this province has a debt fifty-two times as great." Hon. W. M. Lea.

The lines above quoted are taken from the full report of what The Patriot called "the powerful and convincing speech" of Mr. Lea on the debt. Address which we are told "is received with loud applause."

Newfoundland is not in the Dominion, it is a British Province, but it has no federal debt. All the indebtedness for which Newfoundland is liable is its provincial debt. The people of Prince Edward Island are liable for both the debt of the Province and for their proportionate share of the Dominion debt. Let us assume that the gross debt of the Dominion is three billion dollars and that this Province is liable for one-hundredth part of that sum, which is in round figures approximately correct. For our proportionate share of that debt the people of this Province are as much liable as for the provincial debt. They are taxed every year to pay interest upon it, and there is no escape from this liability.

If 350,000 people in Newfoundland are liable for \$52,000,000 and 88,000 people are liable for \$31,000,000 what is the debt per head in each of the two Provinces? A process of division shows at once that the debt per head in Newfoundland must be \$148 and in Prince Edward Island \$352. In other words the debt under which Prince Edward Island is burdened is two and one third times as great per head as that which the people of Newfoundland are carrying. Yet Mr. Lea represented their debt per head as thirteen times as great as ours!

This is the sort of deception which Mr. Lea, our former Finance Minister (soon to pass into oblivion) would palm off on the people of Prince Edward Island. This is what twenty members of our Legislature can greet with loud applause and thumping of desks. The object of the attempt at deception is quite apparent—to make our public debt appear to be a mere trifle and show that we had well afford to go on with the mad craze of expenditure which the Bell Government has inaugurated. In this Mr. Lea is running true to form. His government gain credit by deception of the grossest kind and he seeks to continue and end it by like deception and fraud.

Quite true to Bell government form is Mr. Lea. He goes outside the Dominion pretending to find a debt parallel to ours and omits the principal portion of our debt altogether from the account. Why did he not make comparison with New Brunswick or Nova Scotia? It did not suit his purpose. That would not be running true to the form on which all Bell government surpluses debt reductions, statements of account and liabilities have been fabricated. Leave out sufficient items on one side and charge up everything tangible and intangible on the other side of the account and additions to the debt become reductions while deficits become surpluses!

The cold facts are that Newfoundland's debt is moderate compared with ours, or with that of New Brunswick or Nova Scotia. Mr. Lea either knew the fact or he did not know it. If he did not know he was ignorant of the matter he was attempting to discuss. If he knew the facts as they are he has no escape from his attempt to mislead his supporters and the people. Let him choose which horn of the dilemma he may prefer to be impaled upon. We have merely selected from his speech one out of its many absurdities. There are others to which we may call attention later.

A word more about Newfoundland. That Province has but a barren soil and an inhospitable climate compared with ours. Yet it has grown in population far beyond the rate of increase in either New Brunswick or Nova Scotia. Our fertile island has gone backward and is now faced with an exodus the largest in our history. Has the fact that Newfoundland's debt is not half so great per head as ours, had something to do with her growth and prosperity? We think it has. Newfoundland is not borrowing money to spend on are now thronging to her shores aster

The Public Forum

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinion expressed by its correspondents.

Atlantic Railway Region

Sir,—Some of us plan on being in Montreal when the Maritime Representatives confer with Sir Henry Thornton. If we do not get what we are entitled to we are going to take it to Ottawa. We demand "no reduction in mileage of eastern division of C. N. R." no reduction of railway employees east of Montreal, a lower freight rate enabling us to increase our coal mining, lumbering, fruit, fisheries and other industries. More traffic than Halifax or St. John and less through American ports. We claim such will enable the railway to turn losses into profits and keep our people from going to other places for employment. We want all the force possible behind us. All voters standing for these things or more should send their names and addresses before April 15th to the undersigned.

I am Sir, J. H. BEAUMAN, 30 North St., Moncton, N. B.

A Second Car Ferry

Sir,—An "Old Sea Dog" thinks produce is the better part of valor and continues to hide behind a pen name rather than come out in the open like a man.

His first letter had such contradictions as "WHY NOT THEN WAIT TWELVE OR FIFTEEN YEARS, WHEN THE NEED IS ACTUALLY HERE NOW."

It had good reasons why a second Car Ferry should be built, IF THEY WERE BASED ON FACTS, when he said, "Why should expense stand in the way of our ABSOLUTE NECESSITY." "The need is actually here now" and that the "Railways has ABSOLUTE OBLIGATIONS TO FULFILL."

By the same method of reasoning that cries for and that because some other kid happens to have a dollar or two, he says, "They have a deficit of about a million dollars a year on their hotels" and because of this we want another Car Ferry immediately.

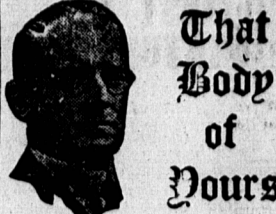
He holds the C. P. R. up as an example, therefore he should not object to my asking him a question. Would the C. P. R. build a second Car Ferry if they were operating this service? If so, how was it that they did not have a duplicate or the "EMPRESS" to take her place last year when she got ashore, and they had to borrow a boat from U.S.

Some people and some of the money is coming out of the Dominion Treasury, the more we can spend the better for P. E. I. but this is a fallacy. If the money was spent on P. E. I. building new homes for the people, improving the country roads or bettering the working conditions for the farmers and fishermen it would be all right, but it is rank nonsense to say that to spend a million or a million and a half in Montreal or the Old Country to build a second Car Ferry we do not need at the present time, is going to help P. E. I. for we have to dig down and help pay every cent of what is spent by the Dominion Government.

It is equally ridiculous for a grown up man to say that because money is "SOMETIMES SPENT WASTONLY ON OTHER PROVINCES" that it is right or proper for us to do the same thing, for "two wrongs do not make a right."

"An Old Sea Dog" says: "It stands to reason that all quote from his previous letter about the benefit to be derived by P. E. I. from a second Car Ferry ten or twelve years hence EQUALLY APPLIES TODAY."

He has a peculiar method of reasoning, and his main object is to satisfy himself, but cold facts are hard to get over. I have already proved there is no need of a second Car Ferry to keep freight ten or twelve years hence may not be able to do it and when THAT TIME COMES A SECOND BOAT WILL BE AN ABSOLUTE NECESSITY, and live up to the reputation he has given me. I will give reasons for my opinion which does not agree with his "reason."



That Body of Yours

By James W. Barton, M.D. (COPYRIGHT)

THAT OLD SPRAINED ANKLE.

So many people possess one of these nuisances that a word about it might be of service. In nearly every case it is on the outer side of the ankle, and there is a history of going over on it very often, with sometimes a limp for a number of days thereafter.

Now how to get it right again. The first thing to remember is that it happened first some time ago and treatment such as rest, massage, and so forth is not now your first consideration. There is only one way to get it right, joint strong again and that is by use and cast is just where the mistakes are made.

The first year we did not carry a hundred autos, last year we ferried over three thousand. I have also proven that it is possible to make ten round trips a day if necessary and only seven hours a day, less than fourteen hours a day. Now, in the fact of this can you not truthfully say we need a second Car Ferry to handle the freight, and will any man come out over his own name and say the traffic will not expand so as to make a second Ferry necessary on the next ten or twelve years and perhaps before that time?

I do not expect "An Old Sea Dog" to see this in the proper light for there are none so blind as those who do not wish to see, but I think a great majority of your readers will be able to follow my argument. I would like to see a suitable boat on the Charlottetown-Pictou route also on the Summerside-Pictou route but not boats like the Car Ferry, and I am going to ask him another question: "Does he mean to say it would be profitable for P. E. I. to have a big expensive ship like the Ferry operating on these routes at a heavy loss, which we would be called upon to make up in high freight rates and increased taxes, instead of smaller, and more economical boats that would be suitable for the Service and which could be operated at a profit to Canada as well as to our Province."

If he has no better reason why we should have a second Car Ferry than to make a job for a duplicate of Captain Read" or because the people of Canada are losing money somewhere else then he had better drop the matter and save it in abler hands. I am, Sir, etc. JOHN READ, The "Garrulous Captain"

Daily Selections FOR Guardian Readers

From the W. S. Louson collection.

WHAT ABOUT TODAY?

We shall do much in the years to come. But what have we done to-day? We shall give our gold in a princely sum. But what shall we give to-day? We shall live the heart and dry the tear. We shall plant a hope and dry a tear. We shall speak the words of love and cheer. But what did we speak to-day? We shall be so kind in after a while. But what have we done to-day? We shall bring to each lonely life a smile. But what have we brought to-day? We shall give to truth a grander birth. And to steadfast faith a deeper worth. We shall feed the hungry souls of earth. But whom have we fed to-day?

Our home folks in these Provinces by the sea naturally ask for RED ROSE TEA when they want the very best. RED ROSE COFFEE is free of dust—settles clear as a bell—no egg needed.

Valued at \$2,000,000. Canadians should have a special interest in a story Samuel Hopkins Adams tells in Collier's as the result of an interview with a man who, in the course of twenty years' operations, stole \$2,000,000 worth of automobiles. The interview took place in a New York penitentiary where this master robber, who is called Mellish, is serving a ten-year sentence. Since Mr. Mellish is now sixty years old, it seems improbable that he will steal any more cars, and on that account he was communicative as to how cars are stolen. Incidentally he remarked that many of the high-class American cars that are stolen are sold in Canada, and he mentions one, particularly expensive car that is now being driven by a Toronto man. Incidentally he says that it was his custom when he stole a good car and drove it over the border to steal a Canadian car for the return journey, and to load this Canadian car with liquor, which he had no trouble in smuggling into the United States, thus making three profits flow from the original operation.

How He Worked. He worked always from his own car with an accomplice. The business of the latter was to keep a lookout for the owner and give the signal if he appeared unexpectedly. Before a car was stolen it was usually marked down by the thieves and they took pains to inform themselves of the general habits of the owner. Thus they could tell with reasonable accuracy how long he might be expected to leave his car in a given place and therefore how much start they would have. Having driven away with the stolen car the first move was to go into a garage and make a few rough alterations, such as changing the license number and knocking off any conspicuous extras, like a spotlight or a distinctive spareholder. He asserted that most garages were not particularly inquisitive about these slight changes because there was usually some profit accruing to the owner. A district attorney who was present at the interview said that five thousand dollars lying around in the gutter, would you?" "But a five-thousand-dollar car is some what more cumbersome to steal than a five-thousand-dollar roll of bills."

THE MARKETS. SUMMERSIDE MARKET. Dairy butter 28-30. Eggs per doz 35. Hay 12. Oats per bushel 50. Pork 50. Potatoes 40. SOURIS MARKET. Butter 30. Eggs 30. Oats 45. Pork 12. Hay 12. MONTAGUE MARKET. Butter 35. Eggs 25. Oats 45. Pork 30. Potatoes 12. MURRAY HARBOR. Butter 35. Eggs 30. Oats 45. Pork 30. CHARLOTTETOWN MARKETS. Eggs 35. Oats 50. Pork 45-50. Potatoes 45-50. Hay 60. Pork 12.

Fords the Easiest. Mr. Mellish was asked to suggest means whereby the theft of motors might be reduced. He was not helpful on this point. He said, "If you leave your bank roll leaning up against the curb somebody's going to pinch it," and he added, "The street's no safer place for your car than it is for your kids. Leave either of them there regularly and you'll have trouble. Better keep them at home." "But," said the interviewer, "the average man wants his car handy when he goes about." "That's what makes the game so simple," replied the thief. "He takes his chances and he prettily often loses. You wouldn't leave present at the interview said that five thousand dollars lying around in the gutter, would you?" "But a five-thousand-dollar car is some what more cumbersome to steal than a five-thousand-dollar roll of bills."

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