

THE CHARLOTTETOWN GUARDIAN

President, W. Chester S. McLure; Vice-President, J. R. Burnett; Secretary, Lieut. Col. D. A. MacKinnon, D. S. O. Editor and Manager, J. R. Burnett. Associate Editor, D. K. Currie.

MONDAY, DECEMBER 21, 1925

TIMES CHANGES

We have before us a file of the "Prince Edward Island Register" published in Charlottetown about 100 years ago by James Douglas Hazard. It was a weekly paper, the subscription price "15 shillings, payable half-yearly in advance."

Turning the pages at random we find the following explanation of the absence of news in the issue of Saturday, December 20, 1823.

"We have been favored with Newfoundland papers to the 2nd of December, brought by the schooner Wellington, but they contain no late European intelligence. A number of wrecks are recorded and one under particular horrid circumstances."

The reader is left to imagine what the "horrid circumstances" were.

"Here is another "From a disappointment in getting a supply of paper we have been obliged to print on a different quality as heretofore used."

Here are some items of local news:

A few days ago a large flock of wild geese light in a field belonging to Mr. R. Bagnall on the Prince Town Road, four or five were killed and the remainder strayed into the woods. We have not been able to ascertain what caused these aquatic visitors to descend in the middle of the forest."

Looking over various papers of this collection one finds marked differences between them and papers of today and necessarily so. There is an absence of local news, the different parts of the island not being connected by roads or other means of travel.

As to foreign news there were no means of communication with the outside world except by sailing vessels. No steamer had crossed the Atlantic until two years after the newspaper referred to was published. There was not a mile of railway in the whole world, the first track having been laid in England in 1825. There was not a telegraph line in the world, not a telephone, not an automobile, not a radio, not a moving picture machine, no photography, nothing of little known of electricity. In short the newspaper of 1823 is a message from a world that is old when compared with the world of today.

How far we have come in this relatively short space of time—a space bridging little more than the ordinary span of human life—can scarcely be imagined. What a desert the world of today would be if, by the sweep of a fairy hand, the inventions of these hundred years were wiped off!

Today the whole world is a community, its most distant lands nearer to us than the centre of our own little island was when this paper was published. Today we have our finger on the pulse of the world, in daily communication with every city on the globe. We can converse with each other across continents and oceans. We can travel around the world in less time than it would have taken in those days to go to Montreal. Today we are a part of all that is in the world; in those days of 102 years ago our little island stood alone, away from the world, its nearest neighbor a foreign land.

And yet, in the midst of all our modernism and inventions we cannot afford to waste our sympathy upon our forefathers. And grand, we must take it as it comes.

mothers of those near yet far off days. They were happy, they bore only their own sorrows and cares while, we with our telegraphs, our radios, our telephones, are bearing the cares of the world. And they had their compensations. Rum, molasses, tobacco imported from the West Indies were freely advertised and in quantities which must have been ample for the needs of the time. They had their little troubles too. One man, by public advertisement, cautions merchants and others against giving credit on his account to his wife, "who left her home and six children &c."

IN STATU QUO

In deference to the Christmas season, no doubt, the political mill is taking a rest. Even the frequent meetings of the cabinet, so called, have nothing to report and a sort of holy hush has fallen even upon the newspapers, with a few exceptions. Naturally there is much speculation as to what is going to happen when parliament meets on January 7th, but the general opinion is that, in view of the expenses incurred in getting there, the members will bear patiently the ills they may encounter there rather than fly to others that they know not of. That the session will run the prescribed minimum course of fifty days necessary to make it worth \$4,000 to each of the representatives is practically a foregone conclusion. As to the new cabinet there are also many speculations. There are not enough ministers to "go round" which will make it necessary to put two or even three to a bed, so to speak. This of course may be uncomfortable and unsatisfactory but "needs must when the devil drives." It is either two or three in a bed or go out and that would be unthinkable.

It is surmised in some quarters that "safe seats" will be offered to the premier and at least some of his ministers but, so far, the invitations have not been overlapping each other and the indications are that there shall be a scarcity of portfolio holders.

It is noted that "great expectations" are being indulged in or rather being held aloft for the encouragement of the "holi poloi" Wonderful schemes are being foreshadowed in the matter of immigration whereby, it is alleged, some two or three hundred thousand immigrants from the United States and the British Isles are expected to come in and settle. Also it is expected that the revenue from the Canadian National Railway will be greatly increased and that industry and commerce will be restored to their original greatness and then some.

If, in view of the history of the past four years, these blessings and not too big to swallow at a gulp, the incoming government stands a chance to make a good impression, but, such is human nature, many will positively refuse to swallow it.

EDITORIAL NOTES

Remember Prince Edward Island and its beauty spots when sending your Christmas cards. Nothing is more appreciated by friends abroad than painted or photographed scenes of the home land. They make Christmas for those away from home.

And now they are predicting a very mild winter. Some weeks ago when October felt like December the shoe was on the other foot. In view of all that scientists and astronomers have discovered about future weather the cold fact is that we must take it as it comes.

Notes By The Way

The shortest day! For months past the days have become shorter and shorter, and the nights have grown longer and longer, and in the shortening days the sun had hung lower and lower over the southern horizon. Of course, that has happened so from time immemorial. Now the reverse movement will begin as the sun sets out on his return journey northward and the days will gradually lengthen again.

And somebody will remind us as usual at such times, that "as the days lengthen the cold will strengthen," which experience has proved to be true. But why the reminder? Sufficient unto the day is the evil thereof, which is Scripture, and Shakespeare has told us that there is some soul of goodness in things evil and that even bad neighbors may make us rise earlier in the morning, which is a good and useful habit.

Northern races, such as ours, are the most hardy, adventurous, progressive, hospitable and charitable of all. Winter is in many ways a desirable season. The north wind breathes vigor into stalwart frames and long life is more common in the north temperate zone than in the tropics where perpetual summer reigns. With us the changing seasons have the great charm of variety and expectancy also. Hence we are gratified that the sun is about to return northward, and how glad we shall be when the genial springtime brings back the warmer sunshine and the flowers.

There is something, if not very much, for Canada in the one-third preference to the overseas Dominions granted by the Government of Great Britain on the duties imposed under the new act for the safeguarding of British industries. Canada had, a quarter of a century ago, granted a preference on British goods which has since been increased, without asking for any preference in return. Now the Mother Country has recognized the principle as desirable and has begun to give a preference to the daughter States. That is so far good.

A Toronto Globe cartoon shows a dead fowl hanging in cold storage, and labeled "National Transcontinental," which a sad-faced Canadian taxpayer is inspecting by his sense of smell. His remark is, "We'll soon have to make use of this or it will go bad." But the leading editorial on the same page calls for a vast expenditure on the deepening of the St. Lawrence canals to make Toronto practically an ocean port and develop a million horsepower for hydro-electric purposes. The cartoon is no doubt intended to show sympathy for the Maritimes, in view of the coming election. The editorial advocates a scheme which would keep the Transcontinental in perpetual cold storage.

It is gratifying to find leading journals such as the Toronto Mail and Empire, the Ottawa Journal, the Manitoba Free Press, the Montreal Star, the Halifax Herald, the Saint John Telegraph-Journal, Times-Star and The Globe of the same city among many others, supporting the claims of the Maritimes, their railway lines and ports and insisting that the National Transcontinental Railway shall be put to use in the purpose for which it was built. It has been in cold storage long enough and the time has come to polish its rusting rails with the traffic which has been diverted to foreign ports.

Late news from Mr. Belding, editor of the Saint John Telegraph-Journal, who has been seriously ill of pneumonia in New York, tells that he is improving. This will be gratifying to many friends throughout all the Provinces of the Dominion. Mr. Belding has rendered notable service to the Maritimes, especially by his arduous journeys across the continent and his effective work in making known to the people of the Central and Western Provinces the actual conditions existing in the Eastern section of Canada in the matter of transportation, and arousing attention thereto. His speedy recovery is most earnestly desired and hoped for alike on personal grounds and because there is work yet to be done which few if any can do so well.

A very hearty welcome was accorded to Mr. and Mrs. Meighen on Friday last on the occasion of the Conservative Leader's first visit to Portage La Prairie since his election in October. There was a general turn-out of the people without distinction of party, to greet Canada's foremost statesman. He

That Body of Ours

By James W. Barton, M.D. NO MYSTERY NOW

It doesn't seem very long ago since medicine was considered a "mysterious" profession. The doctor examined the patient carefully, left directions as to medicine and nursing, but said nothing whatever to the patient or family as to the diagnosis of the ailment, the possible length of the illness, and its probable outcome. And the family felt that to ask questions was really not putting complete trust in the physician.

Dr. Chas. H. Mayo, America's foremost surgeon, told a congress of surgeons recently, that the physician or surgeon who hides the facts from his patient is out of date. The physician of today hides nothing. He frankly gives the diagnosis as he finds it, and takes the family and usually the patient also into his confidence, so that one and all know exactly what is expected of them.

If a patient with a heart condition understands that getting out of bed may mean his very life, whereas resting quietly in bed diminishes the work of his "sick" heart, he will follow directions, because he understands the "why" of remaining in bed. On the other hand, when an active rheumatic of infective condition has left a joint the doctor explains that if the patient does not actively move the joint it may stiffen up completely, because waste material will become a part of the joint and prevent movement. And in ailments such as typhoid he explains to the family that as many as twenty cases have been traced to one servant who left a trail of typhoid cases in every house where she worked. This ensures care on the part of the family in sterilizing the dishes and so forth, handled by the patient.

Or as Dr. Mayo puts it, a sort of partnership is now formed between patient and doctor with more satisfactory results.

Daily Selections FOR Guardian Readers

December 21, 1925.

A MIGHTY ARM.—Thou hast a mighty arm; strong is thy hand, and high is thy right hand. Justice and judgment are the habitation of Thy throne; mercy and truth shall go before Thy face. Psalm 89: 13, 14.

PRAYER.—Great is the Lord, and greatly to be praised. In the courts of Thy house will we praise Thee continuously.

SMILE A LITTLE BIT.

(By Major Tom Plant.) Don't go about a-moaning and a-groaning all the day. And living on what might have been if you had had your way. If you should ask for sound advice, do you know what I would say? Why, just smile a little bit.

You say there's not much joy your way; well make a little bit; just pull yourself together, your pinning habits quit; Your burdens all grow lighter, the clouds are sure to fit. If you smile a little bit, There's lots of folks worse off than you, and yet they sail along. Just because, instead of grumbling they cheer life with a song. You mustn't worry, you must trust, and faith will make you strong. Cheer up, and smile a bit.

I'll guarantee that if you learn to wear a smiling face, The neighborhood where you reside will be a different place. Even when things go askew, 'twill show you've got some grace. If you smile a little bit, God never meant that you should live a life that's always sad. He filled the world with music; just to make his people glad. All Nature smiles, and so ought you; things won't be half so bad. If you smile a little bit, I know it's so because I've learned to live this gospel out; I used to be a "moaner," but I've just turned right about. Why, the most effectual remedy for putting dumps to rout, Is to smile a little bit.

And then you'll find, as others find, that life is grand and sweet. For God has made provision for every need to meet. A grateful heart, a cheerful mind makes happiness complete. Cheer up, and smile a little bit.

is held in high regard and respect by supporters and political opponents alike, all of whom recognize his integrity, sincerity and commanding ability. When he speaks he always has something to say that is worth listening to.

As the meeting of Parliament draws near it is a matter of especial interest for Mr. Meighen to confer with his electors, who are proud to have him as their representative and have high hopes that he will shortly be restored to his rightful place as Prime Minister of Canada.

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 of correspondents.

CAPT. MURCHISON REPLIES

Sir,—In reference to Captain Read's letter, every one knows that Sir R. L. Borden promised the Car Ferry and Terminals September 1911. He was Premier going on two years, before Capt. Read became Master of the "Minto" and it was his pre-election promise which resulted in the Car Ferry Service, as we have it at present. That is sufficient answer to Capt. Read's claim of demonstrating the feasibility of the route before any Government could promise it.

He says in the fall of 1912 he was ordered to stay on the Summerside and Tormentine route to see if it was feasible. I would like to see the order, instead of letting him stay there ordered him away. I think some one wrote that he was a fool and would get the Minto stuck for the winter. Evidently they thought the opinion of some one regarding its feasibility worth more than that of their appointee because he says he was ordered to leave even under his protest.

He next asks if can show any notes to prove who was not in favour of this route. Words are not necessary for actions speak louder. Capt. Brown's experience at Tormentine and Summerside route was the first Winter experiment in Steamship, and the Dept profited by that experience and so ordered the Boats away before they were stuck again for the winter. Perhaps Capt. Brown remained there longer than he felt he should because of outside meddling with the dept. Capt. Finlayson whom I served 12 years with as Chief Officer and whose splendid record is well known can testify to my efficiency. What makes Borden and Tormentine route feasible, is the work of the engineers who constructed the harbours, and the work by Captain Read or any other master. It is not a ship master, or a farmer, but the engineer who does this sort of work. As for others who suggested it would be feasible, the first I heard speak of the route was in 1872 when I crossed the Capes with Dear old Capt. Miltart. Mr. Strang, as a young boy was very strong in favor of getting the route tried and others throughout different parts of P. E. Island. It is not necessary for me to name those that considered the route would be feasible. Was not the Suez Canal and the Panama Canal feasible as soon as it was finished and opened?

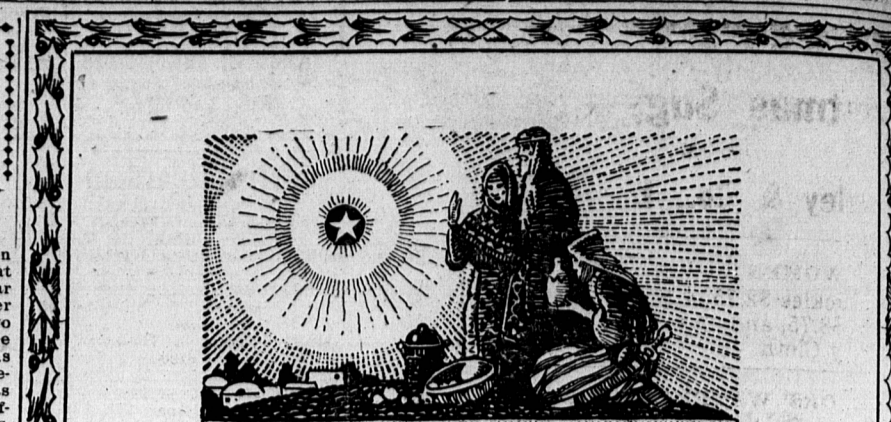
It was not the first or next ship that went through, made it feasible but the great engineers who made it.

Now re boats on Tormentine and Summerside route made first trip in Minto 2nd January, making round trip every day, and left there 9 January, and went on Georgetown route. I never knew of Minto coming into Charlottetown and finding "Car Ferry" had left there. I left Ch-Town route 11 Feb. 1913. It took me 5 hours to Pt. Prim, who has to carry out his instructions. Re the Stanley I ran her and made two round trips in one day with her between Summerside and Tormentine and that is more than Read ever did. I took a few students on board at Tormentine, left there for Summerside at 7 p. m., got as far as Sea Cow Head, kept it till 8.30 p. m. to see if they would give me light to try hard to get to Summerside with those students; I left in Summerside Harbor and I asked Capt. Walsh what was the meaning of this sort of work. He said it is strange indeed, so after turning about for Georgetown. That same day Minto left Charlottetown and wired from Pictou he was going on the Georgetown route as it was not safe to try for Charlottetown. I arrived at Georgetown at 6 a. m., next morning and found the Minto tied up wharf at Georgetown and yet Capt. Read says I took 800 feet when I left the Summerside route as there was no ice, which is not correct and the students lost their Xmas. What kind of statement would you call that!

As for the Sea Walls at Borden and Tormentine they were not there when I opened the route. They were completed summer 1918 but abreast of the Power House there was Sea Walls to shelter the Power House. Sea Walls were built right out to side and Pt. du Chene route. Capt. McKinnon and others ran the service rounded off after I left and that was in accordance with suggestions contained in my letter to Dept. 1917 is marked on Sea Walls to show year terminals were completed. Rogers Miller was working at Borden for one month after I went down, finishing up their contract. When I spoke to them re Sea Walls they said they would have to be there, but it was not in their contract. Dredging began Tormentine side next summer 1918, Roger Miller told them 20 feet was not water enough, they told them he was looking for more money. Let me say that if Capt. Read puts on his thinking cap he will know that I never wrote to the press that it was feasible to continue the double passengers service.

Re laying at Tormentine for a few days and while Steward crossed in the Winter except in certain ice conditions where no boat can run on schedule, and I stand by that letter. Just like the schedule Car Ferry kept up for 2 to 3 days round trip every day, and left there 9 January, and went on Georgetown route. I never knew of Minto coming into Charlottetown and finding "Car Ferry" had left there. I left Ch-Town route 11 Feb. 1913. It took me 5 hours to Pt. Prim, who has to carry out his instructions. Re the Stanley I ran her and made two round trips in one day with her between Summerside and Tormentine and that is more than Read ever did. I took a few students on board at Tormentine, left there for Summerside at 7 p. m., got as far as Sea Cow Head, kept it till 8.30 p. m. to see if they would give me light to try hard to get to Summerside with those students; I left in Summerside Harbor and I asked Capt. Walsh what was the meaning of this sort of work. He said it is strange indeed, so after turning about for Georgetown. That same day Minto left Charlottetown and wired from Pictou he was going on the Georgetown route as it was not safe to try for Charlottetown. I arrived at Georgetown at 6 a. m., next morning and found the Minto tied up wharf at Georgetown and yet Capt. Read says I took 800 feet when I left the Summerside route as there was no ice, which is not correct and the students lost their Xmas. What kind of statement would you call that!

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AGAIN shines forth that Bethlehem Star, with undimmed effulgence, flooding Christendom in the light of renewed hope.

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Grateful for the public goodwill it has enjoyed during the past twenty-eight years of progress, this Company wishes you all a right Merry Christmas, and a New Year filled with prosperity from beginning to end.

THE IMPERIAL LIFE ASSURANCE COMPANY OF CANADA

Head Office, Toronto, December, 1925. J. Alveston Managing Director.

ONE WEEK TO GO

Yes, only seven short days and then your time for selecting and sending that gift will be past.

There are many things you want yet. Come in and let us help you choose or just glance over this list.

- Chocolates—45c to \$5.00. Golf Bags and Irons. Perfumes—Coty's, Renauds, Ben Hur, Bath Bricks—Roger and Gollet. Toilet Waters—All the best sellers. Cameras—\$2.50 to \$15.00. Ivory and Tortoise Shell Goods in cases, also in individual pieces. Walking Canes—Ladies and Gents \$2.00 to \$5.00.

The 2 Macs Drugstore 149 GREAT GEORGE STREET

after he told Mr. D. Nicholson in Charlottetown some time before I got appointed Master of Car Ferry, that he would withdraw his application for her, and he did so, and that he also told him to tell me to stick out for \$250.00 per month, and he had proof of this too for Mr. Wyatt was with him. Well Capt. Read took charge of her Nov. 1917 at \$175.00 per month. How does that agree with his former statement to D. Nicholson and after 6 months he got as far as \$225.00 per month. That does not sound very whole some. Capt. Read charges me with trying to make a four flusher of him. I don't think it at all necessary for me to try such a thing. I am, Sir, etc., J. J. MURCHISON, Ch-Town, 18th, Dec. 1925.

Greece Satisfied

ATHENS, Dec. 17.—The Greek Government, in a note to the British Minister, says it accepts unconditionally the League of Nations award in the Greco-Bulgarian incident. It expresses hope, however, that the sum Greece must pay will be settled equitably with the sums owing by Bulgaria for reparations. Premier Pangalos of

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