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MAKESHIFT EXCUSES

In a recent issue the Montreal Gazette deals trenchantly with the British Minister of Agriculture's opposition to the importation of Canadian cattle.

Hope springs eternal in the breast of Mr. Manning Doherty, Minister of Agriculture for Ontario, who tells the Legislature of his province that public opinion will yet compel the British Government to remove the cattle embargo.

That a definite promise was given by Mr. Prothero and concurred in by Mr. Walter Long during the Imperial conference of 1917 is a matter of record and is not open to dispute. The present British Minister of Agriculture, Sir Arthur Boscaawen, gets nearly over this difficulty by the daring statement that the Canadian Government has politely waived the rights of the Dominion under Mr. Prothero's promise.

The British Minister of Agriculture also informed Parliament that "the commissioners" themselves stated that the effect of removing the embargo on the price of meat would be practically nothing.

Since the report of the commission upon the cattle embargo question was completed, the British cattle industry has suffered from the most disastrous epidemic of foot-and-mouth disease known in forty years.

This is a clincher. For thirty years Canadian store cattle have been excluded from Great Britain lest they carry infection among domestic herds.

be excluded lest domestic herds carry infection to them. What could be more conclusive? If Mr. Doherty's optimism can survive the shifts of Sir Arthur Griffith-Boscawen, it is indeed a hardy thing.

THE DEADLY PARALLEL

From the Patriot, Tuesday, March 7, 1922. "The Finances of the Province are sound. There is sufficient revenue to meet all expenditures. There is no need for carrying over unpaid bills or to manipulate accounts. We repeat the revenue is sufficient as the Guardian states."

It is many wonder in view of this volteface that The Patriot publishes with approbation - Marie Corbett's lament upon the alleged unvaracity of the press?

CIVIL SERVANTS' BONUS

Our attention has been directed to the incorrectness of a despatch from the Ottawa Citizen with reference to Civil Servants' bonuses, which stated there had been no cut last year because the Civil Service Association Union, No. 66 had protested. Probably the Union did protest but the cut of 25 per cent. was made all the same.

THE FIELDING MISSION

The Liberal press are in a pretended wonderment as to the ultimate outcome of the mission of Hon. W. S. Fielding to Washington. It is largely pretense for the knowing ones are not wide of the mark in their guesses as to the purpose and expectations from that pilgrimage.

But that was not it. It was one of those remarkable cases of a strategist going to a foreign country to treat with the political allies at home. There is a sore dearth of support for the King Government on the floor of the House of Commons, and there has been a wooing and a begging for some Progressive support.

Mr. Fielding went to Mr. Fordney, the American high priest of high protection. And armed with that man's prompt refusal to entertain any reciprocal trade arrangement with Canada, he came back to the ear of the Progressives.

Notes By The Way

(From The Examiner.)

We are pleased to find in our evening contemporary of Tuesday last an attempted defence of the Bell government. Its members are entitled to the best that can be said in their behalf. We are told they have been abused, insulted and misrepresented. Even if that were true it would not be new.

True our people are "a reading people" - none more so. They are also free to read what they choose and if they choose to read about two newspapers that condemn the Bell government where they read one that supports it, that is the people's verdict.

Well, there are the schools, we are told. There are more schools in operation now than in 1919, even if many of them are in charge of teachers so young and inexperienced and so wanting in authority that their services are of doubtful value.

The teachers got a little out of the tens of thousands levied upon the people, by doubled taxation. But they only got a little out of what was left after the government

and their supporters had first taken their toll in the big Salary Grab! Such were the cold facts of the case, known and read by every taxpayer in the land. By all means let the government have all the credit due them for increasing the teachers' salaries! Let them have like credit for "equalizing the revenue and expenditure."

We are told in the long delayed defence that the teachers' salaries the increase of revenue by doubled taxation, and the improvement of the highways are the big things that the government has done.

As to the conspire passed upon the Conservative government for a spending hundreds of thousands of dollars suddenly in building mud roads at a time when it would cost twice as much to move a yard of earth as it cost a few years ago, or will cost in a year or two hence, and as to the "pride" of the Bell government in having done this, the taxpayers are probably the best judges.

So far what has been done by the Government has been done by what Premier King would call the "short and simple" plan of taxing the people. Shortly done by a few strokes of a pen and the votes of a big majority in a subservient House. But the people ask, and they ask in vain, Does the poor plea of necessity justify the forced levy upon our pockets to squander it on the taxing ministers and members so poor and needy that they must grab from the poor poll-tax payers thousands of dollars for their own pockets?

We are also told that the Government have "faithfully and efficiently discharged their duty." Well that is true in part, but mainly untrue. They were "faithful" only to themselves; they broke their pledged faith to the people.

Here was efficiency raised to the top hole. Other evidences of government efficiency which the farmers and taxpayers can appreciate are to be found everywhere from Queen Square to Tynish and East Point. Efficiency! yes; but of the sort evinced by a conceited young doctor who was called to attend upon a "confinement" case.

ZEPPELIN FOR U. S.

FRIEDRICHSHAFEN, Germany, March 8.—German engineers and workmen who were forbidden by the armistice to continue the construction of airships, are expected soon to begin work on the dreadnought type of Zeppelin for the American navy.

The new airship will be the largest in the world, and will require six months to build. The United States will supply a part of the raw materials. American officers will design the construction and dimensions of the motor, which are expected to produce a speed hitherto unattained in this type of aircraft.

A new system of building nests in the chicken house marks each bird that lays an egg. It is thus easy to "spot" the non producer.

Others' View Points

ZONING FOR HOME PROTECTION

(Outlook, New York.) The dominant subject of discussion at the recent annual meeting of the American Civic Association was that form of better community housekeeping called zoning. Chicago supplied the examples of tremendous individual and city loss through lack of the same segregation of business, manufacturing and residence locations which has resulted in large areas known as "blighted districts."

THE LADY "LORD"

The entrance of Viscountess Rhonda into the House of Lords "by her own right," the first woman to sit in that exalted assembly, raises several interesting questions. Why have not peeresses in their own right sat in the House before? The answer is that no woman, whether peeress or not, has until the British Act of Entrenchment exercised electoral or legislative functions.

DURATION OF DE WAH.

(From Judge.) He was a small, low legged, watery eyed private in a colored stevedore company working at Broad. He was homesick and miserable.

WOMAN'S WIT.

(Detroit Free Press.) Congresswoman Robertson of Oklahoma was talking about woman in politics.

THE MERCANTILE MARINE

(Montreal Gazette.) It will occasion no surprise in shipping circles to learn that the Canadian Government Mercantile Marine cost the people of Canada a large amount of money in 1921.

YOURS FOR BETTER BREAD. ROYAL YEAST CAKES. EACH CAKE WRAPPED. MADE IN CANADA. ASK FOR ROYAL DECLINE SUBSTITUTES. RICH IN VITAMINES. BEST YEAST IN THE WORLD. MANUFACTURED BY E.W. GILLETTE COMPANY LIMITED.

kill, he would have been dead. "Nigger," he said, "git yourself back on dat job! De wah am over! Dat's right! But de duration am just startin'!"

DODGE BROTHERS TOURING CAR

\$1285.00 F. O. B. Toronto

More proofs about DODGE BROTHERS cars. Do you know that in the endurance tests carried out under the direction of the United States Government during the late War, tests which were to decide just what car would stand up to the most severe service, which can possibly be required of any car.

- No. 8—I have used my DODGE BROTHERS car two years, driven her 9,000 miles, clear of gasoline, oil and tires she has not cost me one cent. No. 8.—Last year I drove my car 8,000 miles, clear of gasoline, oil and tires, she has not cost me one cent. No. 10.—I have driven my car three years, in all 12,000 miles, total cost clear of gasoline, oil tires, was \$18.75. No. 11.—I have driven my car two years, something over 8,000 miles, clear of gasoline, oil and tires, she has just cost me 75c.

Many others tell the same story. We have never met a "Dodge" owner yet, who will say anything but the highest praise for the performance of his car. At the present price of \$1375.00 F.O.B. Charlottetown, (with freight and tax included), we state that without the slightest hesitation that there is no car within \$500.00 of her price that will give anything like the service and satisfaction to her owner.

Every day we hear the remark "You have without doubt the best four cylinder car on the market, bar none. A car which is not an experiment, a tried and proven success."

In the year 1921 the worst car year ever experienced in the United States, Dodge Brothers sold 85 per cent of as many cars as they did the highest year since they have first made cars. We want you to think over this statement, carefully, quietly, and without prejudice, then decide. We do not fear the result. If there were a better car made for P.E.I. service we would be selling it.

We want you to place your order early, as we may not be able to get all the cars we require, and it looks to us as though the present price is so low, that it will be hard to maintain. Many of our trade Journals are looking for a rise again.

We would be pleased to hear from you or to see you at our new show rooms 174 Great George St., lately occupied by Messrs Kennedy, Webster & McKinnon.

SPARE PARTS We carry all spare parts for "DODGE," "BRISCOE," and "FORD" cars, besides a full line of accessories. We are going to reduce this stock very fast, at a price will be low.

W. B. PROWSE & SONS

DODD'S KIDNEY PILLS. RHEUMATISM, BRIGHT'S DISEASE, DIABETES, BACKACHE. NUMBER 4087 THE PROPRIETARY.