THE CHARLOTTETOWN GUARDIAN

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TUESDAY, MARCH 1, 1927

OUR DAIRY BUSINESS

OF all the industries which we in Prince Edward Island have been enabled to maintain, in spite of competition from the world, that of the dairy is the more important. There are now in this province thirty-six butter and cheese factories. Concerning them the report of the Dairy Superintendent — Mr. John A. MacDonald—submitted at the annual meeting of the P. E. Island Dairy Association, held yesterday, is published in this issue of The Guardian. Every paragraph in this report is worthy of the attention of farmers in all parts of this province. It shows that farmers and dairymen, in co-operation, have already won for P. E. Island's product of butter and cheese a high reputation in Great Britain and other parts of the world; that the output of P. E. Island's factories have increased to the extent of about fifty per cent. in the last ten years; and that there is yet an opening for large additional sales. It is a well-known fact, pointed out by Mr. MacDonald, that "more milk, cheese and butter are used by the ordinary person when the quality is good than when an inferior article is put before them." There is, consequently, little or no danger of the over-production of really first-class butter and cheese. These excellent edibles are always and everywhere consumed, and always and everywhere needed,—and the better they are the higher the price paid for them by wealthy customers.

Mr. MacDonald details the means and methods by which improvements have lately been made in the quality of the butter and cheese produced in this province. To obtain the services of careful and skilful makers of butter and cheese is, of course, a matter of the first importance; then to supply them with timely hints and to send them circulars in which instructions are supplied by experts in the business, and then to enlist the co-operation of those who supply the milk, — these means have been found to be essential. Inducements towards improvement have been given by those who offered prizes for the production of butter and cheese of the best quality. Lists of the names of the winners of these prizes are supplied by the Superintendent. They will, we are sure, be read with interest and will excite the emulation of other cheese and butter makers throughout the province.

The result as to creameries has been that "the percentage of No. 1 butter made last year, was 99 deg. —the highest in Canada! As to cheese the following extract from a report of Messrs. Andrew Clements & Sons, merchants in Great Britain —who bought in the past season about eighty per cent. of the output of P. E. Island's factories — is highly gratifying. "We wish to express our appreciation of the quality of the goods shipped us; and we have every reason to be satisfied with the quality of P. E. Island cheese."

To maintain the high reputation won by our butter and cheese makers, and to obtain still greater success in the world markets, one of the chief needs, Mr. MacDonald says, is "better feeding in the winter. Another need is to have more of the cows freshen in the fall, so ensuring more milk in the winter and extending the milking season throughout the following summer, —and so tending to keep the creameries operating all the year round." Most of all, Mr. MacDonald says, the profits of our farmers from butter and cheese making "depend upon breeding and feeding."

LET JUSTICE BE DONE.

THE Lenten Letter of His Lordship the Bishop of Charlottetown conveys timely lessons and suggestions that ought to be taken to heart and acted upon by men and women of all classes and conditions —by Protestants as well as Catholics—by Prime Ministers and their colleagues, as by those who serve in the lower ranks of life. It has been truly stated that "there is no virtue so truly great as justice," and that justice is "the only true principle for humanity." Power is vested in the governments and legislatures of this country, and Civil Liberty is enjoyed by all the people. Yet both power and liberty are very apt, as Shakespeare has remarked, to "pluck justice by the nose."

Just now, justice is being demanded by and for these Maritime Provinces. All that is asked for has been set forth by independent commissioners, after exhaustive and careful investigation. Yet advices from Ottawa indicate that the commissioners' report will be only partly carried into effect. We cannot believe that these advices will be proved true. "Let justice be done though the heavens should fall" is an order that cannot always be carried into effect; but there is nothing in the Duncan Report that may not be implemented. It is true also that all can in this free country eat and drink at their pleasure. But it is not true that anyone can legally sell intoxicating liquors; for it has been discovered that the traffic in these liquors is productive of great public evil and loss. Law and justice alike, therefore, demand that the traffic in liquors shall be strictly controlled and confined to certain designated requirements.

The free distribution of intoxicating beverages at election times is expressly condemned by His Lordship, who says: "To be clear in the matter, we must remark for those who buy votes with liquor that they commit at least a double sin, one of bribery by buying the vote and one by being the direct occasion of the sin of drunkenness and its consequences—in giving liquor to those whom they know or fear will abuse it."

Justice, as the good Bishop remarks, "pertains particularly to superiors and governments who are obliged to preserve it when giving out the offices and emoluments of civil services and positions as well as in the equal distribution of civil taxes, labors and other burdens that the people must bear as members of the States." "Very frequently," he adds, "our system of patronage by which offices and emoluments are given only to political partisans, sins against distributive justice."

There are many other lessons to be drawn from that part of the Bishop's Lenten Letter published yesterday.

EDITORIAL NOTES.

It is interesting to note that the Legislative Assembly of India has passed a bill by which the steel industry in India is to be protected. The bill provides for a statutory enquiry to be held at the end of each seven years period to revise the import duty. If revision should be necessary. Some such provision seems to be needed in Canada.

One of the few Quebec free traders lately suggested that "coal mined in Cape Breton be sold and used along the Atlantic seaboard of Canada and the United States, instead of being shipped to central Canada, while coal mined in western Canada be sold and used along the Pacific coast and the middle western states, American coal from Pennsylvania being used in the central provinces of Canada." If Mr. McMaster could show how coal from any point of Canada might be sold in the United States in spite of the duty imposed by the Government of that great and rich country, his suggestion would be worthy of consideration.

Notes by the Way

President Coolidge's veto of the Farmers' Relief Bill so-called may be thought to be indicative of courage on his part although his official position compelled him either to sanction it or to refuse to do so. He had to offend one of two powerful groups, the farmers of the West or the financial and manufacturing group of the East. He no doubt realised that the division he was about to make would probably exclude him from a renomination by his party at its next presidential convention, but that result was probable if he gave his sanction to the bill.

Under our British constitution it would be thought almost an act of tyranny were the King to refuse his sanction to a measure which had been passed by the Lords and Commons. Theoretically it is within his power to do so, but the prerogative is never exercised. Successive sovereigns have held this veto power, but held it in abeyance for generations past both in the Mother Country and in Canada. Our freedom in Canada has broadened down from precedent to precedent until "the King can do no wrong," as we say, and, at least would not do what President Coolidge has been compelled to do in the boasted Land of Liberty.

President Coolidge is bitterly assailed for vetoing the Farmers' Relief bill but will be highly commended in the eastern section of his own country for what he has done. That was to be expected. In Canada, although it may mean but little to the President, the feeling is one of relief. Although the bill had been certified as quite harmless to our potato growers it was not designed to benefit Canadian farmers, and behind it were the interests that would if they could shut out our farm products from the markets of the States. The President's veto was not given for the purpose of pleasing Canadians, but our farmers will breathe somewhat more freely now that what had caused them a temporary alarm has been, for the time removed.

Great Britain's senior Trade Commissioner in Canada, Mr. F. W. Field, has published a report which should prove valuable to Old Country exporters. Mr Field lays stress on the fact that British exporters must study the Canadian market more closely if British goods are to compete successfully with those of the United States in the Dominion. The people of the two American countries have many modes of life and tastes in common with each other, and United States manufacturers have The Canadian market under constant and close observation and study.

British goods will not sell in Canada simply because they "are of better quality" unless they are what the Canadian market wants, and in our vast geographical area the market varies in its requirements, a fact which our near neighbors are well aware of. But if British goods comply with the demands of the market where they are offered and are offered at a like price with goods from the States, it will be found that in Canada there is a belief in the thoroughness of British workmanship which will give it an advantage here.

The estimated revenue from the sale of liquor in Ontario during the coming half year after May 1 is $3,500,000. That is under Government control which takes effect at the date just named. In Ontario the financial year ends on October 31. If 3½ millions is received during the first six months it would be reasonable to expect 7 millions from twelve months operation of the new system. The Toronto Globe which is opposed to government control, argues that the estimate of $3,500,000 for six months is too high.

It appears that in Quebec Province the profit in the first year of government sale was $2,860,000, while the average for the past four years has been $3,700,000. This may or may not mean that the people of Ontario will purchase nearly twice as much booze as the people of Quebec have been buying for the price may be higher and the profit proportionally greater.

And March has come! Often it is a stormy month with heavy falls of snow and drifting winds. However that may be this year, every passing day of the long month brings the happy spring season a little nearer.

DAILY LESSONS IN ENGLISH

By W. L. Gordon

WORDS OFTEN MISUSED: Don't say "this building is larger is than any in the city." Say "than any other."

OFTEN MISPRONOUNCED: Israel. Pronounce the s as z.

OFTEN MISSPELLED: heliotrope; one e after h, and one l.

SYNONYMS: excuse, exemption, exoneration, immunity, release, freedom, liberty.

WORD STUDY: "Use a word three times and it is yours." Let us increase our vocabulary by mastering one word each day. To-day's word: FLUENT; possessing readiness and ease of speech. "John Smith is a fluent orator."

That Body of Yours

By James W. Barton, M.D.

THE TEST MEAL

Perhaps you have wondered what is meant by the "test meal" which is given to test out the manner in which the stomach is doing its work.

This test breakfast, as it is called, usually consists of two slices of white bread without butter, and two small cups of water, or weak tea without cream or sugar. This simple meal really contains all the different kinds of food stuff, that is proteids, starches, oils, mineral matter and water.

Just as soon as it enters the stomach, the stomach's digestive juice begins to flow. In fact if the patient is hungry the stomach juice begins to flow at sight of food.

After this light meal has been in the stomach an hour, it is withdrawn again by means of a pump, and examined by the physician.

What does he look for?

First to see how much of the food is still in the stomach, and how far digestion has progressed.

He may find some food digested completely, some partially digested, and some practically the same as when it was eaten, according to the health of the stomach.

If scarcely any food is found having all gone into intestine, then the stomach muscles have worked too fast, and emptied the food from stomach into intestine too soon.

Where the stomach is too slow in emptying itself and remants of the preceding meal are found, then the stomach muscles are not strong enough to do their work properly.

If there is considerable undigested food, then there is something wrong with the quality and the flow o ?the digestive juice itself.

So if you have "stomach trouble" with no evidence of ulcer or cancer, and your doctor wants you to take a test breakfast, you can readily see what a simple matter it is for you to do this, and thus give him the opportunity of finding out why you have distress, or why you do not get the full value from the food you eat.

FOR THE SCRAP BOOK

A SERIES OF LITERARY QUOTATIONS FOR BOOK LOVERS

Tuesday, March 1st: St. David's Day.

FLUELLIN: "Your grandfather of famous memory, an't please your Majesty, and your great-uncle, Edward the Black Prince of Wales, as I have read in the chronicles, fought a most prave pattle here in France. . . . If your Majesty is remembered of it, the Welshmen did good service in a garden where leeks did grow; wearing leeks in their Mommouth caps, which your Majesty knows to this hour is an honourable padge of the service; and I do believe your Majesty takes no scorn to wear leek upon St. Tavy's Day." —Shakespeare.

THE WAR SONG OF DINAS VAWR

The mountain sheep are sweeter,
But the valley sheep are fatter;
We therefore deemed it meeter
To carry off the latter.
We made an expedition;
We met a host and quelled it;
We forced a strong position,
And killed the men who held it.
On Dyfed's richest valley,
Where herds of kine were browsing,
We made a mighty sally,
To furnish our carousing.
Fierce warriors rushed to meet us;
We met them, and o'erthrew them:
They struggled hard to beat us;
But we conquered them, and slew them.

As we drove our prize at leisure,
The king marched forth to catch us:
His rage surpassed all measure,
But his people could not match us.
He fled to his hall-pillars;
And, ere our force we led off,
Some sacked his house and cellars,
While others cut his head off.

We there, in strife bewildering,
Spilt blood enough to swim in.
We orphaned many children,
And widowed many women.
The eagles and the ravens
We glutted with our foemen;
The heroes and the cravens,
The spearmen and the bowmen.

We brought away from battle,
And much their land bemoaned them,
Two thousand head of cattle,
And the head of him who owned them:
Edmyfred, King of Dyfed.
His head was borne before us;
His wine and beasts supplied our feasts,
And his overthrow, our chorus.

—T. L. Peacock.

Early Transportation In Canada

Including Rails And Wheels

In Next Few Issues.

(Article No. 1.)

(Historicus)

One often hears this question asked: "Why doesn't the papers tell us briefly the history of transportation in Canada. We have read it, but only in fragments.

With greater zeal, perhaps, than knowledge, we purpose giving a brief record of the construction of the early record from roads and the railways constructed in Canada. It is a weighty subject, but ought to have enough interest to absorb public attention, and will have to refer to the best authorities.

George V. Cousins is our first. He writes "When classified according to their mode of construction the early roads in Canada fell into five different classes, the "bridle roads," the winter roads," the "corduroy" roads, the "common roads", and the "turnpikes".

"The bridle roads were made solely for the use of horsemen, before carriages had been introduced into the more unsettled parts of the country. By their aid the people found their way to religious ceremonies and transported their grain on pack horses to the neighboring villages. They were made simply by clearing away the branches and trunks of trees so as to allow the horse to pass through the trees.

"The winter roads were very important. The Canadian winter with its snow and frost was a blessing to the farmer, giving him a firm, smooth road over which heavy loads could be drawn with ease. Most of the heavy freight was not moved until the winter routes were accessible. It was in the cold weather that the lumbermen and builders transported their supplies and the farmer carried his crops to market.

The corduroy were made by placing tree trunks side by side and consequently could be constructed only where there was an abundance of timber. As these trees decayed with time and moisture, the roads required constant repair and a great amount of valuable timber was wanted. It was not an uncommon thing for one of those roads to be destroyed in a single night by frost. In many places they were used as an excuse of delaying the construction of more durable highways. At their best they were rough, very slow and damaging to vehicles, "any attempt at speed being checked by immediate symtoms of approaching dissolution in the vehicle". The effect on the driver and his passengers appears to have been equally disastrous, the "poor human frame being jolted to pieces."

The common or graded roads were marked out by fences in the more settled and open districts, and in the woods by wide clearings. They were properly drained and bridged and an attempt was made to reduce steep hills.

"In the more settled parts of Canada the construction of the turnpike with its artificial roadbed began with the opening of the nineteenth century. The materials comprising the roadbed varied. Gravel was used where convenient. In many districts planks were used after the Union, but unless they rested on a bed of sand were a failure, owing to the expense of frequent renewals. The most satisfactory roadbed was of macadam, altho in many places traffic was not heavy enough for the materials used in its construction. The best roads of this kind were those outside of Montreal and Quebec. In Upper Canada the turnpikes were controlled by Companies, in the main and were kept in a miserable condition.

Beginning of Railway Era

Before the war of 1812 the four principal roads in the Province followed the routes taken on later by the railways. The first connecting Lower Canada with the Maritime Provinces, began at Point Levis, running thence to Temescouata, whence it ran to Fredericton, where it connected with St. John, terminating at Halifax, after traversing a total distance of 718 miles.

"The second road followed the route taken later by the Grand Trunk and Great Western Railways, opening from Quebec via Montreal, Coteau-du-lac and Cornwall to Kingston and thence to York. From York it ran to Michillimakamac, by way of Fort Erie and Detroit, a total distance of 1,107 miles.

The purpose of the third road which ran from Montreal to the International boundary line enroute to Boston was later accomplished by the St. Lawrence and Atlantic Railway. The other road 28 miles long connected Laprairie with Isle-aux-Noix.

The war of 1812 gave a great impetus to the development of Canadian Transportation. In 1817 a stage service was established between Kingston and York. By 1841 nearly 6000 miles of port roads had been opened in the Upper Provinces, including among others the Hamilton and Dover Roads the Rice Lake Road the main road North.

Daily Selections FOR Guardian Readers

MARCH 1, 1927.

SUBMISSION TO GOD: Who can discern his errors? Clear thou me from hidden faults. Keep back thy servant also from presumptuous sins; Let them not have dominion over me. Psalm 19:12, 13.

PRAYER:—Lord, May Thy grace cleanse us from all unrighteousness.

WHEN I HAVE TIME.

When I have time, my only thought will be
To make life happier and more fair
For those whose lives are crowded now with care;
I'll help to lift them from their low despair,
When I have time.

When I have time, the friend I love so well,
Shall know no more those wearing, toiling days;
I'll lead her feet in pleasant paths always;
And cheer her heart with words of sweetest praise,
When I have time.

When you have time! The friend you hold so dear
May be beyond the reach of all your sweet intent;
May never know that you so kindly mean
To fill her life with sweet content
When you have time.

Now is the time! Ah, friend, no longer wait
To scatter loving smiles and words of cheer
To those around whose lives are now so dear;
They may not need you in the coming year—
Now is the time.

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.

REV. MR. HERMAN ON PROHIBITION

Sir,—While commending in general the views adopted by the Rev. Mr. Herman in last Sunday's discourse, as reported in the Guardian, is it not probable that in one respect his logic is not convincing? From the fact that fines increased and more convictions and imprisonments were secured under the present Commission, the Rev. Gentleman argues that the bootlegger was more in evidence, and the field of law violation had enlarged. In fact, is not the truth in a direct reverse of this? With that vigorous effort at enforcement, which he courteously credits to the Commission, could not those increased penalties be realized from the already existing field of law breakers, without enlargement? The larger decrease in City convictions for drunkeness justifies this conclusion. I submit to any open minded reader that this is the case.

My former contention, quoted by our rev. friend, that "we are growing better in every way", can not be successfully attacked. He, as a comparative stranger, is not in a position to compare existing conditions with those of by-gone years, as can those who have lived their lives in our community. I do not claim law as the creation of all virtue, but as an auxiliary to the influences of our temperate homes, the instruction from God's ministers from their sacred desks, and in their pastoral ministrations and in the more progressive education of our people in the common sense of sobriety, it has greatly assisted, and our temperate status is "growing better", and not retrograding.

I call attention to this, not for unfriendly criticism, but in the desire that our friend may see these things in their actual light, and realizing, as I do, the enormous assistance that a clergyman of his platform virility can be in a possible contest, and in which strong man power to resist wrong is sure to be needed.

I am, Sir, etc.,
OBSERVER

BOSTON SPORTSMEN'S SHOW

Sir,—In your issue of February 15th, Mr. A. E. Arsenault, Pres. P. E. Island Publicity Association, in his reply to "Former Islander," makes the following statement:

"The only such show of which I have any knowledge is one lately put on by the New Brunswick guides in co-operation with the New Brunswick government and the N. B. Tourist Bureau. New Brunswick is to be congratulated on the success of the show and it will result in a great many sportsmen visiting New Brunswick."

This was however purely a New Brunswick enterprise and neither Prince Edward Island nor Nova Scotia was invited to take part.

Mr. Arsenault is wrong in this statement.

The Sportsmen's Show was put on under the auspices of the Massachusetts Fish and Game Protective Association. New Brunswick was merely invited to attend and they did so.

He stated that Nova Scotia was not invited to attend.

Nova Scotia was invited to attend and they had a good exhibit.

According to information received from sources deemed reliable all the Provinces in Canada, including P. E. Island were invited to attend.

I am further informed that Prince Edward Island did not even answer the letter of invitation.

Let us hope that the Prince Edward Island Publicity Association will so advertise the Island that it will be known as the Tourists Paradise and not as the "Home of the unburied dead."

I am, Sir, etc.,
FORMER ISLANDER

GEORGE YOUNG SILL "SORE" WITH HASTINGS

TORONTO Feb. 28. —Another attempt to make peace between George Young, conqueror of the San Pedro Channel, and Bill Hastings, his former pal, and the respective parties of the two, failed today. Dr. Samuel Atkinson endeavored to effect a truce, visiting Young and his manager, asking that friendship be renewed. He was told flatly that such a thing was the farthest away from the minds of the Young party.

"There will be no reconciliation from me", Young said later; "if there is, everything will be called off." He asserted Hastings had injured his mother more than anyone could imagine.

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Farmers Week—,

"Prosperity Follows the Dairy Cow"

During this week when Island farmers meet in Charlottetown to discuss their various problems they will, as always, be welcome at our Offices, where they may obtain information and advice concerning insurance matters.

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OLIVE OIL as a MEDICINE

Pure Olive Oil is becoming generally used for indigestion, rheumatic and kidney troubles, gall stones, etc.

Olive Oil is not only laxative, but seems to exert a soothing, healing and nourishing function throughout the system. A large number of people are finding that the daily use of a few spoofuls of the oil keeps them in fine physical condition.

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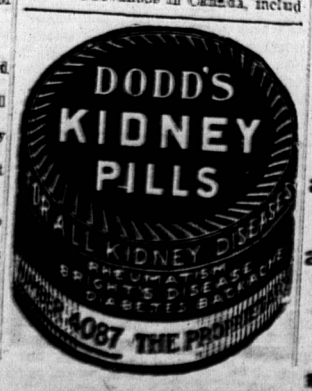

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