

THE CHARLOTTETOWN GUARDIAN

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MONDAY, JANUARY 24, 1927

THE LIQUOR PROBLEM.

"BOOTLEGGERS flourish all over the province; home brews are made in various parts of the country; and it is declared that one of the easiest things to procure in the city is whiskey, rum, gin or any other liquor that is in common use. "The Prohibition Commission is the creation of the Government. Notwithstanding all that may be advanced or said, it is subordinate to the Government," &c.

For the above information which, if true, is rather discreditable to our province, we are indebted to our esteemed contemporary, the Evening Patriot, in an editorial covering almost two columns of space in its issue of the 18th inst. While some allowance must be made for the Patriot's well-known zeal in the temperance cause, it is quite apparent from other sources as well that the bootlegger and the home-brewer have for some time been doing a flourishing business in this province as elsewhere. But why does the Patriot expend so much energy in heating the wind, and in barking up the wrong tree? Why not strike out boldly and honestly, and rain its thunderous blows upon the root of the evil? The Patriot knows who supplies the bootlegger with his goods. It knows that the goods are provided by smuggling rum-runners who also are doing a flourishing business, and it knows that the Customs Department of the Mackenzie King Government, under whose aegis smuggling has grown into the gigantic business it is today, is alone wholly responsible for the condition complained of. Our Maritime coasts are left wide open to the smuggler and the Liberal Government at Ottawa has for the past five years left them so; to the great advantage of political heelers and ship-owners, some at least of whom are good Liberals and possibly members of parliament.

Yet knowing all this, the Patriot fulminates against the Prohibition Commission and the Stewart Government, both of which are as powerless to grapple with the smuggling business as is the Patriot itself. We are not questioning the temperance sincerity of our evening contemporary, but in its desire to place the blame where it does not belong it leaves itself open to the very strong suspicion which generally prevails, that it is more anxious to hit the Stewart Government than the liquor evil.

The Chairman of the Prohibition Commission in a recent statement published in the Patriot and the Guardian, gave comparative statistics of their achievements during the past several years. These statistics show beyond question that although the Augean Stable has not yet been thoroughly cleansed, there is a vast and steadily increasing improvement over former years. The only trouble is with the bootlegger and the smuggler and with these the Prohibition is powerless to deal. They are the wards of the Federal Government, and if the Patriot deals with the case on its merits and hit out from the shoulder in the direction of the evil, it may very materially help the cause of temperance in this province.

MONTREAL'S GOOD FORTUNE

Mr. A. JOHNSTON, Deputy Minister of Marine and Fisheries says the Telegraph Journal, has rendered a public service which will be particularly appreciated in the Maritime Provinces. It appears that some critics in the press had suggested that Toronto, Hamilton or Fort William is as much an inland port as Montreal; and, as one paper put it, "that the Dominion has been generous to the point

of extravagance in providing funds to make Montreal an ocean port by artificial means." The Ottawa Journal came to the rescue of Montreal and asserted that its harbor had never cost the Dominion a cent. Mr. Johnston very promptly disagreed. He declared that the expenditures made on improving the channel below Quebec were as essential to the development of the port of Montreal as were the expenditures within the area of Montreal harbor. He was willing, however, to drop the channel below Quebec from the consideration, and take only that between Quebec and Montreal. Between 1851 and 1888, he pointed out, the sum of \$3,402,494.85 was expended to improve that channel, and the debt was subsequently assumed by the Dominion Government. Between 1888 and 1903 the Dominion Government spent \$3,911,113.78 in deepening and widening this channel. From the beginning of the fiscal year, 1904-05 to December last there was spent the further sum of \$23,361,568.89 in deepening and widening the channel below Montreal, and of this amount \$18,608,895.21 was spent in the channel between Montreal and Quebec. That is to say, the total amount expended in the channel between the western extremity of Montreal harbor and Quebec was \$24,992,530.34. But the Dominion Government is also responsible for the cost of maintenance of the main channel through the harbor of Montreal. Mr. Johnston notes that his figures for a period of thirty-eight years do not include any amount for interest, nor has it been paid by or charged to the Harbor Commission of Montreal. Neither does the amount include annual expenditures of public money for aids to navigation and ice-breaking operations in the channel of the St. Lawrence. Mr. Johnston, in his statement to the Journal significantly adds:

"I want to repeat, however, that if further developments at the ports of Quebec, Saint John and Halifax are to be opposed, the opposition must be based on grounds other than that Dominion governments have not made substantial contributions to the development of the port of Montreal."

TAX YIELDS

It would appear that although there were reductions in the Canadian income tax, the revenue from the tax did not fall off to any extent. Total income tax paid in the fiscal year that ended in 1924 amounted to \$54,204,027. In the year that ended in 1925 the total was \$56,218,942. It is now reported that during last year the total of revenue was \$56,197,056.

Ontario and Quebec contributed nearly 45 million dollars of the total for Canada. Ontario paid 8 millions more than Quebec paid. Nova Scotia's tax amounted to \$693,402. That of Prince Edward Island was \$37,428. New Brunswick paid \$712,187.

The Western provinces, including the Yukon, paid \$9,932,814. British Columbia paid nearly one-half of the total, to be exact, \$4,159,852. The next highest was Manitoba, paying \$3,423,622. Alberta's share of the taxes was \$1,445,075; Saskatchewan's, \$72,761. The Yukon paid 40,563.

It is pointed out in the Ottawa Journal that of the total of Quebec province income tax payments, \$18,281,878, the City of Montreal paid \$16,000,000. Other cities paid in similar proportions. For example, Ottawa citizens paid \$2,842,543, which is practically as much as the whole of Quebec paid outside of the city of Montreal.

The incidence of the income tax undoubtedly falls largely on the people of cities and towns.

Notes by the Way

THE decay of the ship building industry was one the unforeseen causes of the retarded growth of the Maritimes since they entered Confederation. Ship building began and grew slowly at first, but steadily, keeping pace with the settlement of the country on the Atlantic seaboard. Of course the tonnage in those days was built of wood equipped with sails and propelled by wind power. Maritime builders and shipwrights were enterprising and skilful and many of the vessels built in Nova Scotia, New Brunswick and Prince Edward Island sailed under command of expert home-born captains to the most distant ocean ports about the world. Their earnings in freights to and from the ports at which they were built contributed largely to the growing wealth of the country.

Shipbuilding in those days was a profitable industry. Many shipbuilders in the three Provinces became wealthy. The ship yards gave employment to thousands of workers and to other thousands in the nearby forests getting out the requisite timber for construction. It was in the seventies of last century that Canada attained its highest record in its shipping tonnage and Saint John was able to boast of being the fourth in rank among the great ship-owning ports of the British Empire. Wooden ships were formerly built at more than sixty different localities in New Brunswick and at a proportionate number of places in Nova Scotia and in Prince Edward Island. Since then steam as a motive power and steel as material for construction have swept the fleets of wooden sail craft quite off the seas. This inevitable change marked a notable era in the progress of navigation and at the same time destroyed a great and vital industry in the Maritime Provinces.

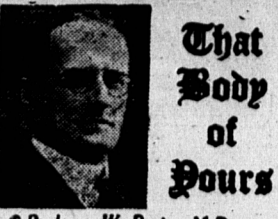
Great was the celebrity of many of the old-time shipbuilders. We recall having heard Hon. Joseph Howe, speaking in the first session of the First Dominion Parliament and extolling the work and worth of Hon. Mr. Killam of Yarmouth as a famous shipbuilder. Mr. Killam was sitting near as the representative of Yarmouth and as a supporter of Mr. Howe. The latter drew a graphic picture of what it meant to build and equip a thousand ton ship that went forth carrying the British Flag from her home port to the opposite side of the world in the Orient, on Australasia. Mr. Killam had built many such ships, but Mr. Howe affirmed that to build one of greater value to the country than he had been able to achieve during his long service in public life.

In the matter of old age pensions, now common in most civilized countries, British Columbia is about to take action as the first Canadian Province to move. Premier Oliver's bill, now before the Legislature there, provides for the necessarily large cost by the Province and the Dominion each paying one-half. This is also understood to be the basis of the new measure to be submitted to Parliament at the coming session, but not all the Provinces are not yet prepared to take on the new and heavy burden.

That railways must pay, whether they are under corporate, or national official control, and that they cannot afford to have reduced freight rates forced upon them, is the contention of the counsel of the Canadian Pacific before the Railway Commission. Patrons of the railways are calling for lower rates. The problem is one of many of vital interest to the country that are very difficult to solve and in all of which the outcome is doubtful. We must wait, and hope.

That party spirit should not intrude when questions such as that of equality of right between Provinces are being considered is a sound principle. But government control of the country by one party or another in succession, and subject to change by the will of the people, has been long established in countries having Parliamentary systems, and has been found useful notwithstanding its obvious defects. The abolition of party politics, has been advocated in Canada but is not likely to be adopted in the near future.

The news of the day on Saturday morning announced a gracious continuance of mild weather over the Provinces from Toronto eastward to the Atlantic Coast. This is the more remarkable as we are now approaching the mid-winter season and have had but little of real cold weather this far.



By James W. Barlow, M.D.

That Body of Hours

A POINT ABOUT APPENDICITIS

Perhaps you wonder why some individuals recover from appendicitis, others die before operation, and still others die even after the operation. Now an attack of appendicitis may seem just like any severe pain, until he has another attack perhaps more severe, and is taken to hospital, does he remember the able to tell him about it, because the appendix may be tied down by the tissue formed by the inflammation in the previous attack.

Now the majority of the pains you have in the abdomen are due to gas, and whilst some of them are very severe, they differ from appendicitis in some respects. However it is very important that you recognize the pain from appendicitis early. Why? Because the chances of coming through the operation safely are better than ninety nine out of a hundred if appendicitis is recognized early. Even after twenty four hours the chances are about ninety nine in a hundred. After the first day, the chances become somewhat less, and if delayed two or three days, are about ninety-five in the hundred.

However although most of the abdominal pains are gas pains, a Virginia physician, Dr. Rawls, points out that in nearly seventy per cent of the cases of appendicitis, an aching or pain begins about, or above the navel or middle of abdomen, and gradually spreads over abdomen in 2 or 3 hours. Then in about 6 to 12 hours after the onset it settles in the lower right part of abdomen. The pain may or may not be severe and may or may not be cramp like, but the main point is that after being in the middle of abdomen it settles in the lower right portion in two thirds of appendicitis cases.

Remember then that abdominal pains are usually due to gas, and that there are at least twenty other conditions in the abdomen that may resemble appendicitis, but the above symptom should never be lost sight of in pain in abdomen.

FOR THE SCRAP BOOK

A SERIES OF LITERARY QUOTATIONS FOR BOOK LOVERS

MONDAY, JANUARY 24th

"The blast . . . smelt of icebergs, arctic seas, whales and white bears." H. W. Longfellow

HIGHLAND REGIMENT COMING OUT OF ACTION:—"A wailing of bagpipes arose, and a killed of the Gospel and teach the splendor, dwarfed to the size of a company, hove into sight marching in the opposite way; four little companies like platoons, and a few of the glory of the British musketeers officers anywhere; the pipes skirl-form a most important element in some fearful lament, almost primitive women over their dead; and, like a moaning or keening of the men with a stiff, savage gait of sombre defiance—scorn of the enemy they had smashed, of the staff that had thrown Scottish valour away of the non-Scottish troops that had failed on a flank, of the non-Scottish commander-in-chief that had loosed the fool battle." C. E. Montague, ("Honors Easy")

Rev. D. McDonald, D.D.

FATHER DAN'S "TOUR OF IRELAND AND RECORDS OF HIS LIFE AND DEATH JANUARY 5, 1886 (HISTORICUS)

Having heard this Lecture delivered in the old market Hall, Charlottetown, one can fully appreciate the pleasure it will afford many readers of the Guardian to see it re-published, thus affording them the opportunity of reading it again. The late "Father Dan" was one of the most loved and best known priests on the island in his day, and a packed audience filled the Hall whenever he was there. He had time to appear on the platform, which was limited, as he was a strenuous worker, and had many calls to respond to, day and night, as he will remember, he was a gifted vocalist, and on this occasion added charm to his lecture by singing the poems from Moore's Melodies, which he quoted. Needless to say he was warmly applauded. The Rev. Lecturer's reminiscences of his trip through Erin's Isle were most interesting and highly delighted with the simple but eloquent, and forcible portrayal of "scenes to memory dear," and also no matter from which country they sprung—must have been blessed and instructed.

He spoke for an hour and a half in a plain, familiar, off-hand manner, without the aid of notes or manuscript. A few moments were occupied in the recital of his adventures from the day he left Charlottetown till he set foot upon the "Ould Sod." Then the lecturer described Dublin with its great squares, its beautiful streets and parks, its castles and Phoenix Park, parts of which were still just as it was in the balmy days. St. Patrick's Cathedral, also worthy of mention. The number of churches, colleges and charitable schools then in the city were remarkable.

Trinity college is an institution which no traveller can afford to pass by. Nothing took the lecturer's fancy so much as the antique harp of the great Brian Boru. There was no literary relic of antiquity equal to the Book of Kells, copied by St. Columba. All the institutions of the continent may be searched in vain for anything to compare with it. I, once the lecturer, said, I really thought there was more sentiment than reality in the tales concerning ancient Irish literature. But I must, after seeing that book—now that I was mistaken. It may seem incredible that when I visited the Royal Irish Academy I saw two learned Professors, all the way from Germany busily engaged in copying ancient Irish manuscripts. Wherever, among the foreign libraries, a manuscript is found which surpasses all others in beauty and delicacy of coloring. There, at once, the Irish hand is recognized as the author. This art was brought to perfection in Ireland.

"It was about the end of the sixteenth century," writes Lady Wilde, that the fame of Irish learning, and the skill of Irish artists began to extend to England, and thence to the Continent; and Irish scribes were employed to make copies of the Gospel and teach the splendor, dwarfed to the size of a company, hove into sight marching in the opposite way; four little companies like platoons, and a few of the glory of the British musketeers officers anywhere; the pipes skirl-form a most important element in some fearful lament, almost primitive women over their dead; and, like a moaning or keening of the men with a stiff, savage gait of sombre defiance—scorn of the enemy they had smashed, of the staff that had thrown Scottish valour away of the non-Scottish troops that had failed on a flank, of the non-Scottish commander-in-chief that had loosed the fool battle." C. E. Montague, ("Honors Easy")

MEMORY—"Then we went forth towards a dim sea at ebb, lying under the veil of the mysterious twilight of dawn. On its grey sands sat one whom I knew for Memory. Over her face passed the change, full alternations of sun and cloud, D. R. R. Vernon, who spoke as follows:—

The early days of the year 1886 were saddened throughout the Diocese of Charlottetown by the death of Very Reverend Dr. Mac-

Daily Selections FOR Guardian Readers

January 24, 1927

MY CREATOR:—"The Spirit of God hath made me, and the breath of the Almighty hath given me life. Job 33:4.

PRAYER:—"Continue Thy work, O God; and create in me a clean heart and renew a right spirit within me.

THE SKATER'S SONG

See how merrily the skaters go, Dancing quickly o'er the ice and snow, While, like diamonds in the forest trees, The crystal drops are waving in the breeze.

See how happily around they play, Sweeping fleetly o'er the sparkling way, And the woods that are in spring-time fair Re-echo merrily children's voices there.

See how merrily the time goes by, There is beauty in a wintry sky For, if summer wears a verdant hue, Winter brings a merry season too.

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Donald, Pastor of Georgetown and choly tone and echoed forth in a sad low voice the mournful last meeting in this world of the cherished flock and beloved pastor. It is no more his sweet eloquent voice that will greet you this morning, as it did so often of old. That mighty voice is silenced for evermore, that great heart whose every pulse beat was for the good of the Faithful, now throbs no more; that bright intellect which had mastered the difficult questions of sacred silence, that sound practical judgment, which served the dead priest in his admirable qualities as director of souls now belong to another world. To lose a friend is always counted a hard trial, and as the priest is the best friend of the people, what profound sorrow fills our hearts today, when we consider the loss we have sustained by the death of the Very Reverend Dr. Macdonald. We can in all truth exclaim with the Royal Prophet: "Thou hast shown thy people hard things, thou hast made us drink the wine of sorrow." Who, ever enjoyed an hour's conversation with Dr. Macdonald and was not convinced how dearly he loved the Church of God, what childlike love he cherished towards the visible representative of Christ upon earth, the Sovereign Pontiff, how unswerving was his acquiescence of belief of all the doctrines of our holy Faith, what an humble respect, what a deep sense of veneration was his for all the Bishops and Dignitaries of Holy Church. The spirit of Faith was as strong, as yielding to all that emanated from the authorities of the Church in the days of his manhood, and even in his old age, as on the bright and beautiful morning his first grand act of Faith was demanded of him—the

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