

THE CHARLOTTETOWN GUARDIAN

Mr. Charles Dalton, President. J. H. Burnett, Editor and Publisher. D. K. Currie, Associate Editor.

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THURSDAY, MARCH 29, 1923

THE DENIAL

Premier Bell's flat denial in the privileged precincts of the legislature that he stated before the general election that the Liberals could run the finances of the province, increase the teachers' salaries on the revenue the Arsenault government had and reduce taxation to the extent of abolishing the War and Health Tax, will deceive no one. One member of the Legislature, Mr. Arsenault of Three Prince, declared he had heard Mr. Bell make the statement at a public meeting; Mr. McNutt, the other member for the same district, declared he had read in Mr. Bell's presence at a public meeting "the last bye-election campaign, the published report of this statement by Mr. Bell at two public meetings in the general election campaign, and that Mr. Bell did not then deny it. According to parliamentary usage the denial of an honorable member cannot be questioned and so the statement and its denial stand.

Will Mr. Bell give an English translation of plank seven in his platform, published in The Patriot of July, 1919, which reads as follows:

"Education. With proper economy out of additional revenue of approximately \$200,000, the government should have been able to apply considerably more than \$30,000 towards the increase of teachers' salaries."

Is there any implication in this that the revenue of the Arsenault government was insufficient to meet the requirements of the province, including the increase in teacher's salaries? Would any elector of ordinary intelligence infer from this that there was need of increased taxation? At the last session of the Arsenault government, Mr. Bell moved and his party supported him, that the War and Health tax be not revoked and the reason given was that the then revenue was sufficient for all purposes without this tax.

And now they declare that they never claimed that taxation would not be increased, never claimed that the then revenue was sufficient!

A special, big-typed article in the Patriot of July 22, 1919, wings up with this bit of choice advice in large type to the electors.

Stop this Carnival of Taxation by Your Votes on the 24th.

This Carnival of Taxation! Shades of Ananias and his beloved spouse! If taxation under the Conservative regime was a "carnival," what is it today? If Ananias were

here today and had a seat in our provincial legislature he would regard his punishment as tyrannically cruel. If he was stricken dead for the comparatively insignificant whopper he told, what punishment should be meted out to those who today declare they made no promises to the electors. Mr. B. W. LePage's sentence would probably be accompanied with a "recommendation to mercy" because he admitted that some "little promises" may have been made but, remembering what happened to the original Ananias we have no doubt the Liberal party as a whole will be carried out dead after the next election.

THAT \$253,000 DEFICIT

Again the Patriot dodges the question asked in yesterday's Guardian, "What happened that \$253,000 deficit? If it had any real existence it must either have been paid off, funded or is still hanging over them as a liability. It does not appear anywhere in the Public Accounts. Where are we to look for it?" The Patriot tries to sidestep this question by voluminous quoting of figures which have nothing whatever to do with the alleged deficit. This will not satisfy the public who now know that Mr. Anderson's statement was not and did not claim to be, a statement of the financial standing of the province at September 9, 1919, but was only what the government "required" for political quibbling as an excuse to increase the taxes. Try it again, Mr. Patriot, the public are watching you.

AGRICULTURAL REPORT

The annual report of the Commissioner of Agriculture was tabled in the legislature Tuesday. Naturally the report puts the best possible face on the agricultural situation. The year 1922, it declares, was a successful one for the farmers, the several varieties of crops showing a larger than average yield, but the prices being considerably lower. All the activities of the government in connection with agriculture are fully detailed and the showing, taken at its face is an excellent one. The usual lists of prizes won in the various field competitions are given prominence as is also the excellent result from school fairs and exhibitions. A number of photographs of the Holstein cattle on the Falconwood farm illustrate several of the pages. The report, on the whole, is a very creditable one and contains considerable information which should be of interest to our farmers.

Notes by the Way

Before the war a craze for railway building swept over the United States and Canada. Federal, state, provincial and municipal governments borrowed untold millions and billions to build needless railways, hundreds of which failed to pay operating expenses and passed into the hands of receivers. Railway deficits in Canada alone passed the hundred million mark in a single year. Promoters and contractors became millionaires in the process but left producers and consumers to pay doubled freight and passenger rates. Too late a deceived and humbugged people awoke to find what fools they had been. Then came the war with appalling consequences of bloodshed and mountainous and crushing debt and taxation.

Chancellors, finance ministers, and province treasurers gave warning. Nothing but hardest work and closest and most rigid economy could save the nation or the province from swift disaster and hopeless ruin, they said. And millions of sensible people agreed that it was so. Nothing but hard

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.

The Side Hitch

Sir—Please permit me for the benefit of my friends and for the public to say a word on our winter roads.

I wish to support Mr. S. F. Tarbush in his efforts to bring about a change here.

I spent a winter in the State of Maine and have driven over many miles of their roads. I remember driving after night fourteen miles and the same back with either twelve or fourteen passengers behind on horse and he trotted along with pleasure. I could not help but notice how free the road was from pitches and slues, and how easy it was in passing teams. There they turn to the right we also should turn to the right.

Somebody on the Island writes as if he doubted that four tons could be hauled at one load. I want to say that man does not know what he is talking about. I say that is only a common local there. Who ever saw one ton over our pitches and slues? A quarter of a ton is a common load here where pitches are so deep and slues so fierce.

I have come to the conclusion that we are only laughing stock for others who have seen better. It is not the intelligent farmer who writes opposing the change, but the ignorant, as not one of them claims to have had any experience with the proposed system. I am also satisfied that a team can break roads in deep snow easier and better than a single horse.

We should at once adopt that, and the turn to the right system as I had seen it work so well over there.

In meeting, each single horse will naturally step over into the opposite track and pass, then step back in the proper place. Let members of the Legislative for goodness sake do something to get us out of the old rut. No sane farmer will oppose it, and the cost is very trifling.

I am, Sir, etc

DAVID BIRT
Fanning Brook

Church Union

Sir—I am a unionist provided a practical degree of unanimity can be obtained in the Presbyterian Church to obtain true union with the Methodist and Congregational Churches. The only criteria we can judge by, are the votes of the people obtained in 1911 and 1915. After the first vote the then General Assembly thought the vote was not unanimous enough to proceed to consummate union. If so what can be said of the second vote, which was much more unfavorable? The minority in the General Assembly, and I am satisfied the brains of it are in favor of the wise decision of 1911, but the majority of the Assembly now want to force the issue, which, I am satisfied, will not result in union at all, but in a grave disruption of the Presbyterian Church in Canada.

A letter appears in your issue of the 28th by "Unionist" enclosing a clipping by one Wm. Munroe, St. Lambert, purporting to be an answer to those who claim that the General Assembly is a non-representative body. It is granted

(Continued on Page Six.)



That Body of Yours

By James W. Barton, M.D.

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HAMMER TOES

The number of men with hammer toes who were rejected for army service was unusually large. What it meant by hammer toes? It means that the toes, usually the second toe, but often some of the other are bent backwards and upward, and cannot be straightened down flat in line with the other. This bent condition has lasted so long that the joint is permanently stiff, and comes against the shoe with the result that usually it is capped with a well developed corn or callosity.

What has caused this condition? Ill fitting shoes usually too small in size for the foot. Thus the toes are cramped up, and finally the joint becomes permanently flexed or bent. Now why do I write this? That anyone wearing tight shoes may avoid this condition. Further, perhaps your toes are bent as above but by pressure you find that you can straighten them down flat. Then this is the time to get busy. First, secure good shoes with a wide space for your toes. Then get a flat piece of wood about as wide and as long as your toe. Bind your toe down to this with some ordinary adhesive tape, which will bring the joint straight, and the toe in line with the other. This tape should be removed every few days, a little talcum powder put on the toe and then a new piece of tape applied. If you have a real or permanent hammer toe the surgeon now simply clips a piece off each bone forming the joint and allows



Easter Millinery

Continues Today
Millinery in New
Spring Variation

The choice of women who know style will be interested in these gorgeous millinery displays.

Featured are—

Timbos, Hairs, Milans in New and novelty straws in various small, large and medium shapes. Choose from these colors

Henna
Oakwood
White

Almond
Copen
Navy

Mountain Haze
Strawberry
Black

Patons Ltd.



Daily Selections FOR Guardian Readers

From the W. S. Louson collection.

I WILL NEVER LET GO

I want to let go,
But I will not let go,
I am sick it is true
Discouraged and blue,
Worn out through and through
But I will not let go.

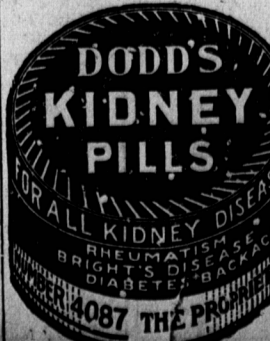
I want to let go,
But I will not let go,
There's a work to be done,
There's a race to be run,
Here's a crown to be won,
And I will not let go.

I want to let go,
There are battles to fight
By day and by night,
For God and the right,
And I will not let go.

I want to let go,
But I will not let go;
I never will yield,
What? Lie down on the field,
Surrender my shield,
No, I'll never let go.

I want to let go,
But I will not let go,
'Gainst the legions of wrong,
O God make me strong,
That I may never let go.

the toe to go flat on the ground.
Don't let your own feet get to that stage, and see that the children's toes have plenty of room to lie out flat.
It's a terrible affliction to have crippled feet from hammer toes.



New Dodge Brothers Cars Are Here

Arrived yesterday and are now on exhibition at our show rooms, Great George street. Roadster, Touring, Coupe and Sedan, with all the new improvements which have been made since last year, and still they are lower priced. These cars are direct from the factory,—we want you to see them at once. We want your order at once to insure you delivery when you want it, and against an advance in price, which now looks quite possible.

Below you will find what our present owners think of their cars, and then remember the new ones are still better and better. If you wish to see the letters we will be glad to show them to you

No. 3:—

Gentlemen:

I have had my car going on three years, during which time she has driven 18,000 miles, and my total expense for repairs is less than \$20.00. The Dodge car is pretty hard to beat, and I don't think there is any car near her price that can beat her.

Yours truly,

(Signed) G. T.

No. 4:—

Gentlemen:

My Dodge Brothers cars is now three years old, and I have gone over 7,500 miles with her, and at a total cost for repairs of \$2.40. There is no other car on the market whose upkeep is so small as the Dodge, and that is the big item to be considered when buying a car.

Yours truly,

(Signed) G. McD.

No. 5:—

Gentlemen:

Three years old and driven 9,151 miles without any expense, is the record of my Dodge Brothers car. I know of no other car near her price that will give you such good service, low operating cost, no repairs, easy on tires. (The Dodge will give you the best service on the Island roads for the least money.

Yours truly,

(Signed) G. H.

And so it goes from day to day. Have you ever heard anyone speak badly about a Dodge Brothers car? We never did.

W. B. Prowse & Sons

For the living room—
CFM Guaranteed Upholstered Furniture
Made by
CANADA FURNITURE MANUFACTURERS
WOODSTOCK ONTARIO
Manufacturers of all classes of household and office furniture
Write for free booklet on Period Furniture

H CROSS T Buns
For Eastertide, the best you've tried. Please order early.

STEWART'S CREAM BREAD
YOUR STAFF O' LIFE

Common Sense
SAFE AND SOUND INSURANCE IS COMMON SENSE POLICY

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The Oldest Insurance Agency in P. E. I.

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(FEED FOR COWS)

A very bulky feed much used by cattlemen making good milk records. It has a high protein and fat content and thus relieves the use of the heavy concentrates Cottonseed and Olicake to a considerable extent.
Just arrived one carload (20 tons). We are supplying the Experimental Farm, the P. E. I. Government and Burbury Farm where cows are kept continually on test, and whose proprietors have experience in mixing good rations. Try a bag of this excellent feed only \$2.35 per bag of 100 lbs. Ask us for special prices on ton lots and over. Every dairyman should feed this great milk producer.

Carter & Co. Ltd
Seeds Grain Feeds

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We have just received a carload of 11250 FRESH COLUMBIA DRY BATTERIES. Wholesale at factory prices.

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Grafton St. Queen St.