

THE CHARLOTTETOWN GUARDIAN

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MALCOLM BRUCE'S LETTER

We publish elsewhere in this issue a letter from Mr. Malcolm Bruce which speaks for itself. Our comments upon the statement alleged to have been made by Mr. Bruce at a meeting in Cape Breton founded upon the published report of the proceedings at that meeting and on the fact that Mr. Bruce had evaded the authorities who were proceeding against him for sedition. From our comment we have nothing to retract. If, however, Mr. Bruce makes good in the courts his denial of the charge against him, we shall be more than pleased to give his exoneration the fullest publicity.

The opinions expressed by Mr. Bruce with reference to "capitalized courts" and "exploited workers" indicate a condition of mind which is both regrettable and mischievous. The man who regards the courts of this country as institutions to be warped and twisted by the "capitalist" to the persecution and the exploiting of the workers, and teaches men so in an enemy both to capital and to labor; we have no apology to make for our denunciation of such doctrine. If Mr. Bruce has any influence with workers, as he claims to have, that influence would be better employed in reconciling, not antagonizing, labor and capital.

IN QUESTIONABLE TASTE

Making the Commencement Exercises in Prince of Wales College an occasion for political propaganda, as was done yesterday is of very questionable taste. A topsy-turvy account of the doings of the Bell government during the past—and the last—four years of that regime may have been an agreeable "educational" deliverance for Premier Bell but of very doubtful advantage mentally or morally, to the students, particularly to students who, or whose immediate predecessors, were obliged to give up their studies and return to their homes on account of the closing of the college because the Bell government was unable to keep its promises with the teaching staff. Possibly the Premier had no other deliverance to make on the occasion but in that case no deliverance at all would have been in much better taste and probably more to the liking of those upon whom it was inflicted.

THE BUDGET CARRIED

The MacKenzie King government had a close call on Wednesday night when the vote was taken on the Fielding budget. The unpopularity of the measure is indicated by the fact that it was carried by the narrow majority of eight. Among those who voted against its acceptance were Liberals and Progressives as well as Conservatives. Had it not been for the absence of a number of Conservatives the government would have been defeated; as it was it saved its skin by the narrow majority it has had since assuming power.

The budget is clearly a compromise, framed to arouse the opposition as possible and the Conservatives. "The Progressives" as a Liberal exchange "were today undoubtedly the most anxious party in the House when the indications pointed to a dangerously narrow majority for the Government, and while enough members of that party were conveniently absent to make up the required Government majority. Towards the close of the day some of them began to shiver in their seats and to fear that this annual display of independence for the

benefit of the electors back on the prairies had been carried a little too far.

That Mr. Seemith was absent from his seat, and that Mr. Elliott voted with the Government will not, as might appear, be a cause of discipline to those members. They were the real heroes among the party tonight. Their absence lost the division, but saved the indemnity. It has been well known that a number of the party have been anxious to support the Budget and were only whipped into line when it was believed that absentees would make the vote safe.

It was a pitiful shuffle from beginning to end, an abandonment of policies long preached by both Liberals and Progressives and the result is nil. Some changes were effected through general opposition from within and without and Fielding's seventeenth budget has only revealed the fact that although he presented it, he was not the author of it.

AUTO ACCIDENTS

Statistics recently published show that during the year 1922 there were 684 persons killed and 2,628 injured on the streets of London by motor cars. Of these accidents only six per cent were caused by regularly licensed taxicab drivers and 72 per cent by private cars or commercial motor lorries. It is remarked that the police are very strict in the issuing of licenses for taxicab drivers and the applicant is obliged to stand a rigid and searching examination. Licenses there, as elsewhere, are issued to private and commercial drivers with but little enquiry as to their qualifications.

The inference from the statistics is that a large percentage of motor car drivers are not properly qualified and the exceedingly large proportion of accidents resulting from private cars seems to justify the inference.

The person who undertakes to drive a motor car on the streets or on the roads has in his hands not only his own life but the lives of all whom he meets. It is clear therefore that before placing such a responsibility in his hands every necessary precaution should be taken to see that he is thoroughly qualified. Accidents may occur with the best of drivers at the wheel but the chances of escape from such are much better than if he knows little or nothing about his car.

In this province we have been fortunate in our immunity from accidents, a tribute to the care and skill of our motorists. Nevertheless there is occasional recklessness and occasional evidences of lack of skill in the handling of cars. As the number of cars increases, and they are quite numerous now the danger of accidents increases making it more than ever incumbent upon those issuing driving licenses to be more exacting with regard to the qualifications of the licensee.

PAVING GERMANY'S WAR EXPENSES

In a Toronto street car the other day, says the Financial Post, one passenger was passing the time until he reached his corner in showing a 1,000 mark note which he had purchased for 25 cents and explaining his wonderful speculation—he would get back \$200 if the mark returned to par, he said. What would this citizen have thought had he been told that he had actually donated 22 cents of his 25 cents to a German fund to help pay Germany's war costs, including reparations. That is exactly what he had done. Marks were quoted at 33,000 to the \$1.00. For

Notes by the Way

Seed-time is a busy time in a province such as ours, chiefly devoted to agricultural pursuits. Something like eighty to eighty-five per cent of our people are directly or indirectly dependent upon the tillage of the soil and the spring time is the beginning of the busy year in which our farm activities are chiefly concentrated. Fortunately there is a somewhat healthful or more useful employment than that in which so large a portion of our people will be engaged for months to come.

It was with hard toil that our forefathers transpired the wilderness that was into the garden that it is to be. By careful labor through long hours from morning daylight to evening twilight they wrought this miracle that we see and for which we should all be perpetually grateful. They were a hardy stock of men, animated by a noble purpose; brave soldiers in a great warfare in which their valor and endurance achieved a mighty victory. And having fought a good fight they laid their silver-crested heads to sleep beneath the fields they had won.

It was by hard toil and strict economy combined that the great results which we see about us were achieved. Without that toil, that carefulness and thrift which was practised by the early settlers we should not now look out upon the well-tilled farms, the comfortable homesteads, the churches, schools, the roads and railways, the towns and ports, the means of transportation and the manifold comforts of life which we see about us today. Is it not well for us to pause sometimes in our mirth and our employments to pay at least a mental tribute to the pioneers who were the founders of our Island state and take note of how great is the debt we owe to them?

This has become a luxurious and extravagant age in which we live, in strange contrast with the pioneer days. There is less willingness to work and a far greater tendency to spend money quickly and freely than there was a hundred or even fifty years ago. This is true of the individual. It is even truer of the governments of the day.

Apart from the necessary costs of the great war which impoverished the nations and brought untold burdens upon the Canadian people, the past few years has been a period of most riotous extravagance and expenditure by every provincial government in Canada from the Atlantic Ocean to the Pacific.

And this has been going on at a greatly increased pace within the past few years, while the selling price of many staple lines of farm produce has fallen to one half or one third of what it was but recently. This is true throughout Canada and the United States. The great farming industry which supports and feeds all other industries in the country is in a depressed condition. Farmers are selling their farms and too many of them and of their sons and daughters are leaving the country to find homes for themselves under an alien flag. Is this a time for extravagance in public expenditure? Is it not rather a time to retrace the path of the prudent, the economy and thrift of our forefathers?

When the spring planting shall be over this year our farmers will be called to consider the conduct of our own provincial government during the past four years, (has that course been prudent, wise or economical?) In those four years they have tremendously increased the people's taxes in country and town alike. In those four years they have more than doubled the cost of government and legislation. In the same period they have selfishly added 150 per cent to their own salaries and emoluments which the people must pay. Can it be that thoughtful and prudent electors really approve such methods of government? Will they by their votes endorse the government's action? We cannot believe it!

His 25 cents he was entitled to 8,000 marks and not 1,000 marks. As a matter of fact, the value of the marks can be dismissed altogether, because to all practical purposes this citizen had clipped in the whole of his 25 cents for the war fund when Germany passed the mark. If there was a more general realization that buying German marks was making a direct donation to the German war chest, there would be less of this so-called speculation indulged in.

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.

That Dam Again

Sir—Fifty ships have been floating helplessly around in the ice in the vicinity of Cabot Strait for several weeks. What an unprecipitated economic loss! If a dam were built across the Strait of Belle Isle, the Gulf Stream would have a chance to nose its way towards the Gulf of St. Lawrence and this annual calamity would not happen. There must be an enormous accumulation of cinders, clinkers, rocks, etc., every spring in the cities and towns on the St. Lawrence River and Gulf which could be used to good advantage for this work. One would think that the Canadian government could arrange with many of the steamers which use Belle Isle Strait in going to Europe to have them deposit 500 to 1,000 tons of this material in the centre of the narrow part of the Strait, while on each trip and thus, in the course of time, form an island. This operation could be repeated between this island and the main land on either hand till a barrier stretched from shore to shore. A lock could be constructed therein for the passage of ships. The Labrador current flowing down through the Strait would be stopped and the Gulf would be no longer with vast floes of ice. There might still be some drift ice in the spring but this would be only local and the amount would be infinitesimal compared with the present quantity. A warm current would then flow through the Strait of Canso and possibly through Cabot Strait and temper the waters of the whole Gulf and reduce to a minimum the great expense entailed by the government for ice-breakers, etc. If the icy Arctic current could be shut off, fogs would be eliminated to a great extent. Northumberland Strait would remain open water and the danger to navigation would be appreciably diminished. Montreal, Quebec, and all cities and towns on the River and Gulf of St. Lawrence would boom to an extraordinary extent and the provinces of Quebec, New Brunswick, Nova Scotia, Prince Edward Island and the western part of Newfoundland would enjoy a prolonged summer season and a much earlier spring and the rise in the value of farmlands and real estate generally would be incalculable. It is true that it would make it rather hot for us Yankees in the Atlantic States but we could obviate that by emigrating to Canada.

I am, Sir, etc., New York, N.Y., May 14, 1923.

GULF STREAM

Mr. Bruce Refutes

Cowardice Charge

Sir—I am just in receipt of a copy of your paper in which you make an unwarranted attack upon me. As a rule I pay little, if any, attention to attacks from publications which uphold and support the present order which rests upon the exploitation and misery of the working class. However, in this case, I feel constrained to set the facts before you and your readers—many of whom knew me personally some score of years ago. Your editorial under the caption "Cases of Unrest" is manifestly prejudiced, unfair and ungenerous. You assume that I intended to dodge the issue in the courts. You judge me upon the cooked-up story which was handed to the press by the BESCO press of Nova Scotia, without waiting for proof as to the correctness of the alleged charge. And this in the face of the published statement of the chairman of the meeting I addressed and at which the statements were alleged to have been made. Upon the basis of a mere Besco newspaper report you accuse me of cowardice in not assisting the agents of Besco (British Empire Steel Co.) in apprehending me. Now, as to this charge of cowardice, let me merely say that in my long years of service to the downtrodden class in whose behalf I exercise whatever talents I may possess, I have never yet been accused of cowardice. And so long as such imputations come only from such portions of the press as is opposed to the aspirations of Labor I am not very much concerned. I never the genuine labor press should make such an accusation I would at once examine myself to see if my nerve was failing.

The fact is that before permitting the agents of BESCO to masquerade as officers of the law, it was necessary that I attend to my private affairs. Knowing as I do that the desire of BESCO constitutes an order to the courts of this corporation and of province, I deemed it expedient to attend to these matters first.

Besides that, I wished to consult my colleagues on the Executive Committee of the Workers' party of Canada, of which I have the honor to be Vice-Chairman, and to which I owe first allegiance and not to the Besco made laws or the desires of their legal tools. While I fully realize that Capitalist courts are not for the handing out of justice, but rather an arm of the capitalist state, functioning solely in the general interest of property and profits, I yet am going to test and put on record the charges against me and the outcome of those charges in view of the foregoing I hope I have made clear the unwarranted interest of the question. I will be in the court to meet the Besco inspired charges, but only when it suits myself and not to suit the

(Continued on Page 6)

Happenings Of The Week

The Journal's London correspondent writes under date of May 12: "Lady Rachel Cavendish has informed her intimate friends, I learn that they must not expect her wedding to take place for 'quite a long time,' which still leaves them guessing at the probable date. Society gossip has it that Mr. Stuart, the bridegroom-elect, may undertake a commercial post in the city before he marries, but it is also whispered that both he and Lady Rachel are keen on setting up a house on the other side of the Atlantic. Lord Moray's stalwart son has already had business experience in America, but he has an inclination for farming."

It is now definitely settled that the Governor-General and Lady Byng and party will visit this province in August.

Grand Master Colonel W. H. Ponton, of the Masonic Grand Lodge of Canada in Ontario, received a cablegram this week from Lord Amphil, Grand Master of the Grand Lodge of England, stating that he will attend the Grand Lodge of Canada in Ontario, July 17, 18 and 19, in Toronto. This will be the first occasion in the history that a Grand Master of the English jurisdiction, the mother of Grand Lodges, will set foot officially on this continent.

Mrs. John S. Morris invited the members of the Queen Mary Needlework Guild to her home for the closing meeting last week, entertaining at an informal tea in their honor. Mrs. Morris' mother, Mrs. J. T. McKinnon, was also present and surrounded by a host of flowers, made a delightful picture as she received and chatted with the different guests.

Miss Beatrice McKinnon who has been in Ottawa for the season is visiting her friend, Miss Elsie McLaren, daughter of Col. Murray and Mrs. McLaren of St. John before returning home.

The Charlottetown Golf Club officially opened on Victoria Day with a goodly percentage of the members ready to indulge in this delightful outdoor sport. The course was in good condition considering the recent rains and a few afternoon's sport resulted. Tea was served by Mrs. McCready, Mrs. Stewart, Mrs. Blanchard and Mrs. N. DeBlos. This afternoon the tea hostesses are Mrs. Pethick, Mrs. McLaren, Mrs. J. P. Gordon and Mrs. C. H. Beer.

A monogram embroidered on a medalion of flax and set into a sheet, pillowcase, tablecloth, or dinner napkin is the newest and nicest idea for ornamenting house and table linen.

Miss Vinnie Owen was seen spending the winter in the city with her father, is leaving on Monday for their home in Georgetown.

Miss Margaret Full is home from Mt. Allison for the holidays.

Miss Irene Longworth is being welcomed home from McGill after a most successful year's studies.

Mrs. W. J. Robertson, of Borden, spent the week in the city and is leaving on Monday, accompanied by Miss P. Perry on a visit to New York.

Sir Andrew McPhail of Montreal is at the Chateau Laurier, being in Ottawa for the meeting of the Royal Society of Canada. Dr. Stewart of Halifax, is also in attendance.

Arbor and Empire Day was pleasantly celebrated in all the public schools with varied programs. Wiffler trees or shrubs were planted by many. It is now 51 years since the first Arbor Day was observed, Nebraska being the pioneer.

Rev. Ewen McDonald of Leaskdale, Ont., was among the visitors here this week renewing acquaintances. Mrs. McDonald (Lucy Mand Montgomery) expects to visit her

(Continued on Page 7)

DODD'S KIDNEY PILLS. ALL KIDNEY DISEASES. RHEUMATISM. BRIGHT'S DISEASE. DIABETES. BACKACHE. 4087 THE PROPHET.

ALL ON THE MOVE NOW. It is an old saying that "it is cheaper to move than pay rent." Everybody and everything in connection with this business is on the move now. Prices Have Moved Down. Carpenters, Plasterers, Masons, Steam-Fitters, Decorators, Plumbers, Designers, Electricians, Contractors and Architect all on the move with a view to having our new store finished about June 1st. Railway, Steamship and Express Companies from all over the Continent are moving vast quantities of goods for the new store. In the meantime we are on the move at the little store, 145 Great George Street. We are not going to move any of the goods now in stock to the new store, but are moving them out to our customers at greatly reduced prices. We advise all to take advantage of this great opportunity during our Great Removal Sale. S. A. McDONALD. 145 Great George Street.

Manufactured Not Assembled. In Dodge Brothers' Car there is no hording together of a lot of units that a purchasing department can buy for the least money—no assembling of a varied lot of parts with a hope that they will fit, and another hope that they will work. Dodge Brothers' units are designed, created and built in Dodge Brothers' plant for the express purpose of working with other Dodge Brothers' units. Dodge Brothers share neither credit nor responsibility with anyone—it's all Dodge Brothers, built in the big Dodge Brothers' shops, in Dodge Brothers' thorough way, and this is why we receive letters as follows: No. 17:—Gentlemen,—In 1918 I purchased a second hand "Dodge Brothers" Car, not know how many miles she had driven, but since she came into my possession I have driven her over 100,000 miles in taxi service. The motor is in A-1 shape and the body fairly good. My next car will certainly be a "Dodge Brothers." Yours truly, (Signed) J. M. (Moncton). No. 18:—Gentlemen,—My Dodge Brothers' Car has gone over 5,000 miles in the last three years, and to date I have not spent one cent on her for repairs. She is as good as the day I got her, and I want to say there is only one car—"Dodge Brothers." Yours truly, (Signed) L. W. No. 19:—Gentlemen,—About \$10 would cover my expenses during the past three years on my Dodge Brothers' Car, which has gone over 5,000 miles. She is now in great condition, and I know she is a better material than other cars near her price. Yours truly, (Signed) G. B. D. No. 20:—Gentlemen,—Have driven my Dodge Brothers' cars one season and have gone 4,000 miles at a total expense of not one cent. "The car is as good as new, and in my estimation she is the best car for the money procurable on this Island. Yours truly, (Signed) T. R. B. Even our keenest competitors will not say anything bad about Dodge Brothers' Cars. Now, where a good opinion is universal shouldn't you be guided by it? Dodge Brothers is the all-round car for everybody. A million homes are made just as happy with their Dodge Brothers' Car as are the above writers. We will be glad to tell you more about the car—a demonstration incurs no obligation. W. B. Prowse & Sons. Charlottetown Summerside.

Daily Selections FOR Guardian Readers. From the W. S. Louson collection. THE "BEST-SELLER". Perhaps you have often looked into your mouth when you have had a sore throat and have noticed that little fleshy body hanging down from the soft palate, above the roof of the tongue. It is of all degrees of length and one wonders why it does not cause more irritation in some cases. That it is the cause of a lot of coughing and attempts at clearing the throat is now generally admitted by the profession. It would seem that when there is a tendency to weakness or a relaxed condition of the throat the uvula is apt to become a sort of tickling which induces a very short cough, as if in an effort to clear a very small particle from the throat. Sometimes it even induces nausea and vomiting just as a feather or your finger would likewise do. Perhaps you have some trouble in the back of your nose, and you are having and spitting to relieve yourself. In such a case the uvula shares in the inflammation, and the mucous membrane covering it gets red and inflamed just like any other mucous membrane would do. This means a thickening and a slight lengthening of the uvula with the constant irritation to root of tongue. Now what about it? If you go into the matter of the throat condition and get your post nasal catarrh or other condition cleared up, the chances are that the uvula will give you no further trouble. However if these measures fail and that little mass keeps irritating you, your best plan is to have a little portion of it cut off. It will not hurt under local anaesthetic, and feels all right in a couple of days. INSURE YOUR AUTO AGAINST FIRE AND THEFT AND OURS IS THE LOSS, NOT YOURS. Transfer the worry and the burden to our shoulders. Insure your auto with us. There are several forms of desirable auto insurance, or one broad policy that is a complete coverage for every kind of accident or property financial loss. Security and Service. Hyndman & Co., Ltd. The Oldest Insurance Agency P. E. I.