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HON. ARTHUR MEIGHEN, PREMIER.

The appointment of Hon. Arthur Meighen to the leadership of the new National Liberal and Conservative party, as announced in our telegrams this morning, is not pleasing to some of our Liberal friends. Since the recent announcement of Sir Robert Borden's retirement it was generally understood that Mr. Meighen would be his successor. It has been known since Sir Robert tendered his resignation six months ago that Sir Thomas White was not in the running for the leadership. Yet in the face of this certain Liberal newspapers have during the past few days been busily circulating the report that Sir Thomas White was the choice of the party; that Mr. Meighen was second choice and not generally acceptable to the party.

Nothing could be further from the truth. When the members of the House of Commons and the Senate were asked to vote for a leader they knew Sir Thomas was not in the running and whatever their opinions were of the respective merits of the two men it is extremely improbable that they would vote for one who, they knew, would not accept the leadership. As a matter of fact no one, except Sir Robert Borden yet knows how the vote stood and Sir Robert is not the man to give out information entrusted to him in confidence. It was currently reported when the vote was taken, probably as a result of a comparison of notes among the members, that Mr. Meighen received over ninety per cent of the votes cast and it has all along been taken for granted that Mr. Meighen was the coming premier. The announcement today of his appointment confirms the correctness of this view and the incorrectness or worse of the Liberal canard that seeks to make it appear that the appointment is not a popular one.

The Hon. Arthur Meighen is regarded as one of the ablest men in the House of Commons and no better proof could be had of his fitness for the position to which he has been called than that he is practically the unanimous choice of his colleagues. Popular as he is brainy, broad-minded in his political views, not a hide-bound partizan, Mr. Meighen possesses all the qualifications of a successful leader. He has been called upon to succeed one of Canada's greatest premiers at the beginning of one of the most important epochs in Canadian history. His colleagues in parliament are confident he will make good; both the Liberals and the Conservatives in the newly constructed party believe in him and have assured him of their allegiance and there is every reason to expect that he will carry the banner of his party with credit to himself and benefit to the country. Mr. Meighen is a comparatively young man, born in Perth County, Ontario in 1876 and was first elected to the House of Commons in 1908, re-elected in 1911 and, after his appointment as Solicitor General in 1913 was re-elected by acclamation.

NOT TOTALLY BAD.

Bolshevism has some redeeming features after all. A recent news item from Moscow tells of the various punishments meted out to loafers. These punishments, with possibly some modifications, might well be applied by countries more advanced than the be-whiskered Bolshevik. Here is an extract:—

"Those guilty of taking days off for the purpose of speculation were sentenced to 10 years' forced labour. A militiaman who slept at his post was sentenced to eight years. The Commissars and Administration, for fall in production, were sentenced to three years' hard labour, while the remainder of the accused were sentenced to hard labour without imprisonment.

Another Moscow message states that the Borovitch Bolshevik organization have decided to send to a concentration camp those of its members who have not participated in the "Working Saturdays."

THOSE 1919 INCOME TAXES.

It is an old and generally accepted saying that "silence gives consent." The Guardian has repeatedly pressed upon the Patriot's attention the fact that the uncollected portion of the 1919 Income Tax has, through the bungling of the Bell Government, been lost to the revenue of the province and that a grave injustice has been done to those who have paid these taxes under the inducement of circulars demanding payment under threatened penalty if payment was not made within a limited time. The Guardian has pointed out that these taxes are not legally collectable. The Patriot and the Government are no doubt well advised of this, hence their silence. What we are now asking and pressing upon them is do they intend to refund the money to those from whom they have improperly collected it. There will be no need of a windy reply of several columns, any invocation of the gods of the May and June skies, or the dragging of any red herring or exploded scandal across the track. A few simple sentences expressing the actual facts will suffice, followed of course by the three R's Repentance, Restitution and Reparation.

CURRENT COMMENT

There is an old saying that, "When thieves fall out honest men get their due." The Toronto Globe and the Patriot are in open disagreement. The Globe pronounces it "unfortunate" for his health's sake, that Sir Robert Borden did not step aside long ago; the Patriot declares him a "quitter," "deserting his party in its greatest extremity." There is the excuse that the small souled evening daily does not know the meaning of the language it uses; that is, its ignorance may be called an excuse. Does the Patriot know, or has it the slightest conception of what a quitter is, in the proper acceptance of the word. If it did, common decency would have prevented it from applying it to slander in its most cruel form. There is encouragement in the fact that no other Liberal paper in Canada has degraded itself to this kind of infamy. It is a pleasure on an occasion like this, to read such courteous and dignified articles as appear in the Halifax Chronicle, St. John Telegraph, Ottawa Citizen and practically the whole Liberal press of Canada, all of which give to Sir Robert Borden credit for his great work and his honesty of purpose, sympathizing with him in the illness which enforced his retirement, and readily acceding to him an exalted place amongst our great men upon history's page.

A Liberal Convention for Queen's County has been called for July 16th to nominate Federal candidates, and presumably to rake into life the dying embers of the party, doped into unconsciousness on one side, and revolt on the other, by the perfidies and impositions of the Bell Government, and the disappointing record of Hon. W. L. McKenzie King, at Ottawa. As part of this programme long, windy editorials upon federal material for camouflage hold out, will continue, at last till the convention is over, and the valueless nomination is safely landed. It is not known just yet whom the victims will be, but it is whispered that there are several in the ranks who are patriotically willing to become sacrifices. Notable amongst these is the general editor, for competition, whose aspirations will naturally have our sympathy, but whose obsequies, after the election, we would not appreciate a reverse to the cult. But it is their funeral, and our part is to chronicle things as they occur.

The temporary success realized from their campaign of slander and misrepresentation of the Arsenal Government, has lulled them into the belief that the same methods will always ensure political victory, and the old game is again started, this time in Federal affairs, and will be worked to the full, and in over-time, from now on, till the next Dominion election is over. Regardless of truth, antiquity or quality, old fabrications and counterfeits of fact will be trotted out to do duty again, to the end that Liberalism may again get the people within its coils, and then to maltreat and damn them as the Bell Government have done. The old saying that you can fool all of the people some of the time, but you can't fool all the people all the time.

Daily Selections Guardian Readers

Furnished by W. S. Louson.

SHOULD WOMEN PROPOSE?

If she wants to, why shouldn't she? Her initiative can be condemned neither on moral grounds nor on those of expediency.

Men and women marry for the same motives—love, children and home; also in order to satisfy social ambitions—to get money. Some of these motives are noble, some mean—equally noble and equally mean in men and women.

Either it is right to love and want children, or it is not. If it is right, how can the expression of that feeling become wrong and degrade a woman any more than a man? This great innovation, after all, merely consists in the substitution of a frank avowal of a woman's wishes to a tacit one for men do not propose to snow maids, but to women who encourage them.

It is at most a breach of convention to which princesses have never submitted. Was not Queen Victoria a model of propriety. Yet she did propose. State's reasons—one queries. Well, her happiness is the reason of state for the ordinary mortal. If a woman uses her right to propose will she find more difficulty in marrying. No. It will make her look bold—for is sake. And a breach of convention for such a motive appeals to him. Think of the women who have swayed men, and through men moulded the world. They had the courage of their personality. A few were saints, most of them had a spice of hardness and wickedness in them, but all left behind them a trail of broken conventions.

Mr. Taft Predicts Republican Victory

MONTREAL, July 8.—President Taft arrived in Montreal this morning and expressed the following opinion of the political situation across the border: "I have absolute confidence that the approaching Presidential elections in the United States will result in the success of the Republican ticket, and that we shall have a league for the protection and guidance of our country."

of the time, is more of a truth now than ever before. They are more observant and better judges of duplicity than in former days, and the object lesson of the last provincial election campaign, has so opened their eyes and understanding that it will take infinitely more than the Patriot's sophistries to lead them again into the trap. It would be wisdom for the Liberal organ, if it will take sound advice, to abandon its clap-trap of time-worn slander, and get down to an honest and candid discussion of the live issues of today.

In this connection, and as a guide for future conduct, it might make a note of the fact, that whilst in almost every previous Federal Administration, parliament ordered enquiry into a scandal or charge of maladministration, in one form or another, there was not one stated enquiry demanded, or acted upon, in connection with exclusively Canadian Government affairs, during the whole of Sir Robert Borden's eight years of office. There have been allegations and insinuations, and these will continue as long as Liberals have breath to utter them, but when invited to make them in proper form for investigation, they always took back water, as in the case of the Board of Commerce incident, near the close of the session. This fact should stop at least this one feature of the Patriot's campaign; but it will not, because, as in their recent Bourassa-Borden accusation, where they cannot destroy reputation by evidence of fact, they will manufacture it to their purpose.

The appointment of Mr. A. B. Warburton, K. C., to the position made vacant by the death of the Hon. Judge Aeneas A. McDonald, will meet with general approval. With a former experience on the County Court bench, which he resigned for the purpose of re-entering into politics, a high standing at the bar, the reputation and conduct of a gentleman which never varied or suffered, not even in the heat and rancour of political conflict, and an integrity and sincerity in personal quality, he will surely be an honor to the position, and prove an excellent Judge. We commend the appointment, and wish for his Honor a long life in the enjoyment of a well earned retirement from the worries and turmoil of political activity.

There will be no doubt a slight feeling of disappointment however amongst our Roman Catholic friends, that their claims to consideration in judicial representation has been overlooked. Mr. Speaker Duffy, who won for himself a splendid name for fairness and good judgment in the discharge of his duties at the last session of the legislature, and who enjoys the reputation of being a good lawyer, would surely have filled this position with credit to himself and satisfaction to the country. Of course there was the "red light" signal, of danger of defeat in any constituency which the Government would not dare to open, dangling threatening before them, and political expediency considered it safer to meet the displeasure of an unjustly treated large section of the population, than to face the ire of a previously outraged people.

The Liberal convention for the nomination of Federal candidates is called for next week, and Judge Warburton's retirement from the political field will make the choice of another in his stead imperative. Who will it be? There is no doubt many eligible and willing to carry the sins of the party into the wilderness. The Hon. F. J. Nash has given to the party a life of valuable and devoted service, which in their days of prosperity did not receive the reward of appreciation so deservedly earned. He is personally popular and has no enemies. Ex-Governor McKinnon has also fought many a party battle, and has the endorsement of general personal friendships. Mr. E. T. Higgs, one of the coming men of Liberalism, a young man in politics, but possessed of excellent qualities; his obstacle will be the opening, and sacrificing, of a provincial constituency; and there are others. Who will it be?

MR. MCISAAC, M.P., AND TRANSPORTATION

In the House of Commons when the Railway Estimates were under consideration Mr. McISAAC said: "I desire to take advantage of this opportunity of expenditure to make some remarks relative to railway transportation in the province from which I come. I trust hon. members will not consider this question of railway transportation a 'hardy annual' that comes up each session. It is a matter of the greatest possible importance to the people of that province and I sincerely trust that I shall be able to prove to this committee that the matters to which I wish to address myself are of sufficient importance to engage the most serious consideration of the minister. I feel quite satisfied that the minister is fully sized of the importance of the transportation question in our province. The remarks which I am about to make are not for the purpose of finding fault with the Government for not having done as much as it might have done; but simply to express my desire and the ardent wish and conviction of the people whom I represent, that the good work so well commenced by the Government and the Minister of Railways and Canals shall be continued to completion as early a date as possible."

There are two questions to which I wish to address myself. In the first place, there is the matter of the car ferry. While I am on that point, let me say that the service rendered by the car ferry at the present time across the Straits of Northumberland between Prince Edward Island and the mainland is a splendid advance in the evolution of transportation in connection with Prince Edward Island. It is as a matter of fact a solution of the difficulty under which we have laboured in consequence of being an island and it is hoped that an auxiliary to the car ferry may be placed there as soon as such can be provided. I wish simply to make that statement now, and before I conclude I shall give reasons therefore and will develop this particular point so that I may be fully understood and that the minister may be aware of the position.

The second question to which I wish to refer is one which is complimentary to the car ferry service; and that is the completion of the standardization of the Prince Edward Island railway. A very good regard and the sections of the railway and the sections of the railway, Summerside and Borden, have been completed. What we want is the continuation of that good work and the early completion of the standardization.

The third matter which I would like the minister to take seriously into consideration is the upkeep of the railway terminals at Georgetown, the railway wharf and all facilities connected therewith. Let me in my remarks I shall offer some reasons which I trust will be found quite cogent and sufficient to convince the minister that this is necessary in connection with our system of transportation.

Coming back to the first point, the ferry link, as the minister knows, has frequently been discussed in the House of Commons. For years and years the matter of winter communication with the mainland was a most difficult problem; it was the crux upon which our province hesitated and did not join the Union when Confederation was inaugurated in 1867.

But afterwards when what were known as "the better terms" were offered—whereby it was stipulated that there should be such means of communication as would place the province, as respects mails and passengers in connection winter and summer with the railways of the mainland of Canada—we ourselves able to enter Confederation. In order to give effect to the terms as to the proper kind of service were advocated, and plan after plan was taken up and discussed from time to time. The year 1878 saw placed on the route between Prince Edward Island and the mainland the first ice-towing steamer. She was not a very powerful vessel but she served to begin a beginning. Twelve years later the Stanley, a new ship, the second steamer that was provided by the federal government for winter navigation on the Straits of Northumberland was put into commission. This steamer has since elapsed that service, and she is still owned by the Government and is still at work winter and summer. That gives some idea of the excellent steamer she must have originally been. Then other steamers came and finally in 1915 the present car ferry steamer, Prince Edward Island, was placed in commission. The idea of a car ferry for navigating the Straits of Northumberland had not been seriously taken up till 1911, when the present Prime Minister of Canada (Sir Robert Borden) visited our province. The subject of winter navigation was brought to his attention at that time and the whole

question was discussed with him. Mr. Borden, as he was then, promised that if entrusted with power he would establish a car ferry service or provide some other mode of relief. He faithfully implemented that promise, and in 1916 the car ferry steamer, Prince Edward Island, as I have already stated, was placed on the service. Speaking from memory she cost \$670,000. Terminals were established at Port Borden and at Tormentine, which, together with ferry, represented a total outlay of \$2,875,000 in round figures. It will be seen, therefore, that the development of the service between Prince Edward Island and the mainland has been a matter of evolution. At first it was very unsatisfactory and very tentative in character. The service would be interrupted for long intervals, and occasionally in winter for weeks at a time. When the car ferry service was first inaugurated the terminals at the Capes were not completed, and so the ferry ran between Picton, and Georgetown or Charlottetown, alternately. It was not until 1918 that the car ferry service was inaugurated between Port Borden and Cape Tormentine, a distance of nine miles. Between these points, there are in winter very heavy ice floes, but there has been no day for three winters the Prince Edward Island has been in operation, that she has not made a crossing, when there were cars or mail matter on one side or the other for her to handle. It is true that last winter, owing to the severe weather, the crossing was very difficult, and on one occasion the crossing from Tormentine to Port Borden occupied twenty-three hours. But nevertheless she made the crossing, and to show you how fickle is the condition of the ice conditions, the day following this very prolonged crossing she made the trip in two and a half hours. That will give you an idea of how uncertain and difficult is the navigation of the Straits. Two years ago, when I first spoke in this House, I addressed myself principally to the question of winter navigation between Prince Edward Island and the mainland. At that time the car ferry was going through the ordeal of its first winter at the Capes. We all felt satisfied that with a modern system of communication there would be tremendous development in the production and export from agriculture as to Prince Edward Island. In the past all that was lacking was the means of transporting these products to the mainland and the world at large. The inauguration of the car ferry service has effected an enormous development in the export trade from Prince Edward Island. To such an extent was that the case last winter that a great congestion of traffic prevailed from time to time on either side of the Straits. So great a rush of business was there in fact, that the ferry was not able to carry over the cars fast enough, and was obliged to concentrate on the freight, allowing the mails and passengers to remain over at Sackville for whole nights.

Now let me say a word or two about the steamer itself. So far as I have been able to gather, the Prince Edward Island at the time she was put into commission was the most powerful steamer of her class and kind that had been built up to that date, and the greatest increase in traffic, and of the inability of the car ferry at times to handle the freight which offers, the people of Prince Edward Island are now convinced that another car ferry is required. I believe that the Minister of Railways has made arrangements whereby a steamer will be provided so that the car ferry can go into dry dock and undergo that over-hauling and repairing which she verily must need from year to year after battling with the ice all winter. The people of Prince Edward Island, however, are convinced that an additional car ferry should be provided, of equal proportions, strength, and capacity, with the present car ferry, so that there may be no interruption in the service. The present car ferry is equipped with a double line of rails, capable of accommodating six International cars on each track, so that twelve cars can be transported at one time across the Straits. These cars now run from Charlottetown or Summerside, and ten are carried across the Straits on the ferry; but from the outlying districts of Prince Edward Island freight must be transferred from the narrow gauge to the broad gauge, either at Summerside, Charlottetown, or Borden. Before the road was standardized down to Borden from either side all freight had to be transferred at that point.

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Continued on Page Two

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