

THE CHARLOTTETOWN GUARDIAN

Morning Daily (founded 1887) 25.00 per year (in advance) delivered. 24.50 per year (in advance) mailed in Canada and United States.

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FRIDAY, MARCH 28, 1924

PUBLIC ACCOUNTS TABLED

The Report of the Provincial Auditor on the Public Accounts was tabled yesterday. The report furnishes much food for thought and considerable material for discussion in the House which, doubtless, it will receive. The summary of receipts and expenditures is published in this issue and speaks for itself.

The total ordinary receipts amount to \$601,599.86 and the total ordinary expenditure to \$785,628.90, leaving a deficit on the year's ordinary transactions of \$184,029.04.

Taking in the receipts, expenditures and sinking funds on Highways Account there is a total deficit of \$197,359.79.

The liabilities of the province at December 31, 1919 according to the late government's report, page 9, amounted to \$1,198,882.31. At December 31, 1923 they amounted to \$1,714,913.78, an increase in four years of \$516,031.47, or over half a million dollars.

Comment is unnecessary. Few who had kept in touch with the frenzied financing of the late government had expected otherwise. The thing now is to make the best of the situation, to avoid useless recrimination and attempts at explanation or denial.

DEFICITS, DEBTS AND THINGS

The Coue argument that Canada, under Liberal rule, is growing "better and better every day in every way," is growing stale and even nauseating, so nauseating in fact that the frequent repetition of it in Liberal newspapers is doing as much to depress industry and drive people out of the country as the tariff tinkering and bartering of the MacKenzie King government is doing. "Reducing the national debt" is a favorite political pastime of our present day Liberals—by word of mouth, that is—and if we were to believe this word of mouth reduction, Canada would be in an enviable position among the nations of the earth.

But what are the facts about the national debt? Mr. Boys, M. P., for South Simcoe, Ont., put the matter up squarely to the government the other day and received his answer. The questions and answers are given in Hansard, page 496, as follows:—

MR. BOYS:

1. What was the net debt of Canada at the end of the following fiscal years: 1919, 1920, 1921, 1922 and 1923?

2. What was the amount of the net debt on March 15th, 1924?

HON. MR. ROBB:

Table with 2 columns: Year, Net debt of Canada. 1919: \$1,574,531,032.44; 1920: 2,248,868,623.79; 1921: 2,340,878,983.69; 1922: 2,422,135,801.73; 1923: 2,453,776,868.74

2. As shown by the books of February 29, 1924, the date of the last balance sheet, \$2,410,162,174.71.

It will be observed that the promised reduction at the end of the present year, March 31, is based on the last balance sheet, February 24th and to quote an old adage, "there's many a slip between the hip and the lip."

We in this province have heard much during the past four years about surpluses and reductions of the provincial debt, so much that many among us have become suspicious of the frequent repetitions. The Public Accounts tabled yesterday, and referred to elsewhere tell a story of which the less said the better.

NOTES BY THE WAY

We hear nothing from or about Hon. Mr. Fielding these days. Before Parliament opened he was known to be seriously ill. After the opening members of all parties expressed their deep sympathy, their high regard for him and a more or less confident hope of his recovery and early reappearance in the House. Later he was reported to be "much improved." And other espatches told that he had been interviewed at his home and was found to be "preparing his budget speech." "And the Liberal papers printed laudatory upon well-deserved encomiums upon "the Little Man in Grey." And then an ominous, pathetic and almost tragic silence fell upon the scene.

It was learned after a time that Mr. Fielding would not deliver the Budget, much as he would naturally desire to do so and as the country had hoped. Hon. Mr. Robb, acting Minister of Finance, Minister of Trade and Commerce and now Acting Minister of Finance, would attend to that duty. It was expected that he would have the help of Mr. Fielding's preparatory work. This is now more than doubtful. Present indications are that the Budget to be delivered will not be one to which Mr. Fielding would or could have given his sanction and that what was hinted of a tariff reduction in the speech from the Throne aided both to hinder the recovery and increase the sorrow and the anxiety of the sick man. Though it all Mr. Fielding has not resigned. He is still the official head of the Finance Department.

And now it is announced that Sir Lomer Gouin is coming back to resume his seat in Parliament much sooner than was expected. Ottawa despatches tell that he is expected to take an active part in the Parliamentary proceedings, and that his unexpected return at this early date has aroused great interest and some trepidation both in the ranks of Quebec Liberals and Western Progressives. It will be remembered that early in the year Sir Lomer resigned his office of Minister of Justice and his seat in the Cabinet on the assigned grounds of ill-health. There were apparently other reasons also behind his action. His many friends on both sides of the House and throughout the Dominion will be pleased to think that his health was not very seriously impaired and all will join the hope that it is now fully restored.

Sir Lomer was a conspicuous and influential figure in the new Parliament. When he joined the King Government he had the largest personal following of any public man in the Cabinet, or in the House. His probable return to his seat at the time when the budget debate is near at hand, quite naturally recalls to mind the views he was believed to have held in favor of moderate protection for agricultural and manufacturing industry and his disfavor for fusion, or any close alliance between the Liberal and Progressive parties. Are these his convictions today, and if so, will he give expression to them and act upon them? These are questions which give a piquant interest to Sir Lomer's return among all parties at the present moment.

A new spirit, which is a revival of the spirit of former days, is moving in Quebec. This was apparent at the banquet in Windsor Hotel a week ago in honor of the Quebec Conservative leaders there, Hon. Rodolphe Monty, one time Secretary of State, and Hon. Andre Fauteux, ex-Solicitor General. Two thousand Conservatives paid hearty and eloquent tribute to these leaders who stood by Hon. Mr. Meighen in the hopeless battle of 1921. Mr. Meighen led the speaking after the banquet and was followed by Hon. Messrs Monty, Fauteux, Dr. Toimie, Messrs Martin and Lavergne and Premier Ferguson of Ontario, every one of whom paid warm tributes to the Conservative

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.

AN EFFECTIVE REMEDY FOR OUR WINTER ROADS.

Sir—I have read with much interest a bright, interesting letter on the subject of our winter roads, written by Rev. J. B. Daggett of Tryon. He pays a worthy compliment to this fair Province, its climate, the delightful hospitality of the people and the Island's many attractions. Nature with lavish gifts has given many a charm to our million acre farm, the Garden of the Gulf. What mars the beauty of the winters here is not nature's contribution, for we have sufficient of the beautiful snow and bracing air to make good travelling, and make it enjoyable, but the system of winter roads, with our centre track and these awful pitches and slues detract very seriously from the estimation in which Prince Edward Island may be held.

The efforts of the P. E. I. Tourist Association to be highly commended for its members are seeking to stop the flow of immigration away from the Island and bring new tourists and visitors here. Their Slogan Contest brought out many suggestive captions or headings in which different meanings might be read—The prize one—"Why tourists leave home—Prince Edward Island"—may it be admitted our native born people ever to become tourists,—an excellent reason for such an exodus, if we know what winter travelling is like here—None of those slogans advertise P. E. I. winters—It cannot be that the one who wrote these words—"Just a resort that tourists remember. If in doubt of Heaven visit P. E. I." had been thinking of our winter roads with the pitches when planning this slogan. Surely bumping up and down so many pitches with such severe jolts cannot be a true picture of the land of rest for which the christian is to sigh and pray and look forward to in eager expectancy. The language expressed and suppressed by those who have had their sledges broken through on so often in travelling on our winter roads is not permissible inside the pearly gates. There should be no danger there as here of dislocating one's spinal vertebra.

We can make the rough places smooth by using in winter the team system such as is so well known on summer roads and by many farmers on the pitches of our winter roads. A shift-bar system for single rigs with a sliding shaft for either left or right hand driving can be used with the same success as in other Provinces East and West—Why should P. E. I. in this respect lag behind the other Provinces? The shift-bar system of travelling will help remove 90 per cent or more of these pitches. The horse or teams travelling before the runner of sledge will help to cut down the snow and make the track firm and smooth forming a hard surface so that it is almost impossible for slesigs to cut through the snow and form pitches as so often happens on our present roads, when the snow is soft under runner tracks and not firm enough to stop the formation of pitches. It will also eliminate those slues so annoying to travellers and horses—A ridge will be formed between the two tracks which will prevent a sledge sluing from one side to the other as is so common with the one track, old-fashioned method of travelling.

There are further advantages in passing single rigs may often pass without loss of road.

Greater loads can be hauled and one man with a team can haul more than two single sledges driven by two men. An extra man's services are saved. The expense is only trifling as compared with the advantages to be gained by the adoption of this almost universal system. A couple of dollars will pay for the range of a man or skill can make his own shift-bar. Above all the dumb animals, man's friends, will have it easier for hauling a sledge in a modern team road will not cause a horse to be jerked and pulled around as he now has to suffer. Last winter I strongly advocated the adoption of these changes on our winter roads. I wish to thank those who supported or criticised my ideas at that time. The greatest criticism has been the slight expense. Ministers help to fill these pitches and often have to break roads in winter—My sympathy goes out to my friend Rev. J. B. Daggett in his trials over pitches when his harness was broken so often. We travel over much the same territory on the Southern side of the Island. Mr. Daggett has lived and travelled in many parts of North America and I believe he has the best interests of P. E. I. in his heart and in his letter—I am pleased to know he

Your Birthday

MARCH 28.—The men born upon this date are fortunate in their business, and are generally money-getters. The women are good housekeepers as far as management and direction of servants go, but the actual housework is distasteful to them. Both are positive and aggressive, and like to associate with people in better positions than themselves. Beware of gossip and fault-finding. Your birth-stone is a bloodstone, which means presence of mind. Your flower is a violet. Your lucky color is white.

Chief, and spoke with glowing confidence of the party prospects in Quebec.



That Body of Yours

By James W. Barton, M.D. TEETH EXTRACTION

You have been having pain in some of your joints, perhaps the knee or hips.

After your physician has gone over you, he suggests that you get an X-Ray of the teeth.

After examining the plate and in consultation with your dentist, it is decided that some of your teeth must come out.

Most physicians and dentists try to retain the natural teeth for you if possible, because they grind the food better, and are more comfortable.

So if they advise the removal of teeth you may rest assured that it is necessary.

And now comes the big worry. You must undergo the extraction of teeth.

As you go to the dentist he tells you that he can extract teeth by three methods.

First, remove them without any preliminaries whatever. Simply put on the forceps and draw them out.

This was the old method. Second, He can put an anaesthetic into your gums that will block the nerves, and you will feel no pain whatever.

Third, He can use gas, which will put you into a dreamy state and you'll feel no pain.

What are you going to do about it?

My suggestion is that you take the dentist's advice in the matter. If the teeth are diseased and are getting loose in the sockets, there is no need for any anaesthetic, either into the gums, or by means of gas.

If the teeth are solidly in their sockets, which is the best method, blocking the nerve with the local anaesthetic, or taking the gas?

My suggestion is that if the dentist is an expert on the administration of the gas, it is the simplest and most satisfactory method.

Why?

Well, there is no preliminary punting of the gums by the needle, although it is not so very painful.

You do not have to wait in suspense until the local anaesthetic gets your gums numb.

There is not the possibility of the local anaesthetic having a bad effect upon the gums afterwards.

By taking gas, it is all over in a minute or two. There is no shock from the gas like that from ether or chloroform.

You feel all right in a few minutes after getting out of the chair, and do not have any after effects, such as nausea, vomiting, as you do after ether and chloroform.

So that if your dentist advises gas don't be afraid of it.

is willing to lead out in an effort to introduce a better mode of travelling in the Tryon district and I trust the people may unite and give this system a fair test. Do not be discouraged, brother, if your reforms are not immediately adopted. We know what response the reformers and prophets of by-gone-days had but that did not silence them. Let me assure you that what you urge is in the interests of all who love P. E. I. Good roads both summer and winter are a great asset to any country—You are helping an excellent cause when you advocate the team road or the shift-bar system for single rigs—You may count on my support, as I believe there are advantages for all in having good modern roads, such as can be secured through the adoption of a better system.

Thanking you for this space, I am Sir, etc., M. J. MacPHERSON, Hampton, P. E. I., March 25, 1924.

Daily Selections FOR Guardian Readers

THOUGH MANY, HOW FEW They are slipping away, these sweet swift years. Like leaves on the current cast; With never a break in the rapid flow. We watch them, as one by one they go, Into the beautiful past. One after another we see them pass. Down the dim-lighted stair; We hear the sound of their heavy tread In the step of the centuries long since dead, As beautiful and fair.

There are only a few years left to love; Shall we waste them in idle strife? Shall we trample under our ruthless feet Those beautiful blossoms, rare and sweet, By the dusty way of life?

There are only a few more years—ah! let No envious taunts be heard; Mark life's fair pattern of rare design. And fill up the measure with life's sweet wine, But never an angry word.

"In time of trial," said the preacher, "what brings us the greatest comfort?" "An acquittal," responded a person who should never have been admitted.

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A Daily Talk, Etc. (Continued From Page One)

of the sort, it is merely simplifying our living. I cannot see that any particular artistic or economic benefit would be derived if a man moving from Akron, Ohio, to Helena, Montana, should have to revise all of his living habits and learn all over again what kind of crackers, toothpaste, tobacco, cigarettes, candy, shaving soap, collars, socks, motor oil, spark plugs, etc., were the best for his particular use. In a broad sense of the word, I who live in New York, really live right next door to the fellow who trades at that general store out in Nebraska. Advertising has helped make me a neighbor to a hundred million people. And what a service advertising performs to everyone who travels. Those of us who have visited foreign countries can appreciate how truly lost you are in a foreign store, even when you know in a general way what you want. Say you are buying a suit of clothes; there is no manufacturer's label with which you are familiar and which assures you of a definite quality upon which you can rely. Everything you buy is a new experiment, in a department of life in which experiment and adventure is of no particular benefit. There are plenty of greater adventures available to us all than sampling a strange and untried brand of flavoring extract. There are bigger things for us to think about than finding out many times in the course of the year whether or not a particular brand of breakfast food or soap is good or bad. All of these simple, every day things are settled for us by advertising, leaving us free for a larger and wider degree of intellectual development. For the manufacturer, advertising eliminates distance, finds him customers everywhere and keeps fresh in millions of minds the memory of a reliable product or a satisfactory service. For the consumer it is a mental economy as well as insurance against uncertain values or sharp practices.

High Tide in Rubber Trade Is Now. Buy only the best. You can always get them at Goffs. Every kind of rubbers for every kind of shoes. We call special attention to our high three quarter length rubber boots for boys and children. GOFF BROS., LTD.

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DODD'S KIDNEY PILLS. For many years to urge its re-establishment. Then came the election of 1911; bitterly fought on the principle for reciprocity and now ardently desired by the United States. But with the years had come a changed viewpoint and Canada rejected a principle for which she had fought in the earlier days. March marked both the birth and the death of reciprocity between Canada and the United States, for it was in March of 1855 that it first went into effect and March, 1866, when it was rescinded by the United States. Canada had urged reciprocity for many years, and both countries benefited by its operations. However, the resentment with which the United States regarded Canada after the Civil War was responsible for the rescinding of the agreement. During the conflict, refugees in Canada had organized raids into the States, and though Canada could not prevent the secret plots of these partisans of the Southern cause, yet Washington regarded Canada as partial to the rebels. After the termination of the law, Canada continued

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