

THE CHARLOTTETOWN GUARDIAN

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MONDAY JANUARY 21, 1924

THE STRAW AND THE WIND

Straws indicate the direction of the wind and it is of interest, possibly of use, to watch the straws. In a recent letter issued by the Canadian Manufacturers' Association this sentence occurs: "While the agricultural implement manufacturer has been experiencing dull times, the manufacturer of automobiles has had a busy year."

This is a new phase in the industrial situation in Canada. Time was, and not so long ago, when the demand for agricultural implements practically dominated our industries and the automobiles we needed were imported from the United States. Now we want more automobiles than farming implements.

Some of the cause for this may be found in the increase of urban as compared with rural population. For undoubtedly, there are more automobiles in the cities than in the country. Nevertheless there has been a very rapid growth in the number of automobiles used in the country districts.

The automobile is undoubtedly one of the greatest time savers in the world today. It brings the remote parts of the country within easy reach of the city and the market. To the farmer in the midst of his haying and harvesting it brings the needed piece of machinery to enable him with little loss of time to resume operations interrupted by a break which a few years ago would have cost him the loss of a day and the breaking up of a team doing indispensable work. In a hundred different ways it saves time, labor, horses and men, affords needed pleasure to the busy man and his family and gives them many advantages heretofore enjoyed only by city folk.

While all this is true we realize with somewhat of a shock that the manufacture of automobiles is taking precedence of the manufacture of farm implements. Not only in the past but ever increasingly so in the present have we depended upon farm implements for all that we have and are. Not the country alone but the city and the town and the village have lived and still live by the farm implements. Without them there would be no cities, and life in the country would be the life of the cave man.

What then is the meaning of the increase in the manufacture of automobiles and a corresponding decrease in that of agricultural implements? Is it another phase of the modern drift towards extravagance? Are we becoming too luxurious in our manner of living? Are we overburdening ourselves with time-saving and labor-saving devices? The commonest implements today, not on the farm alone, but in our shops, our offices, our warehouses, are labor-saving and time-saving devices, yet we are living in the busiest time in the world's history. We are killing ourselves saving time, hustling ourselves to death trying to save labor.

HANDS OFF THE RAILWAY.

During the recent bye-election in Kent County, N.B., the public were shocked to find that, notwithstanding the fact that there was to be no political interference in the management of the railway, Cabinet Ministers vied with the Liberal candidate in promising to build a branch railway for the benefit of the constituency provided the Liberal candidate was elected. It was so glaring an outrage that even those who were most to be benefited by the promised railway, if we will,

benefit should come from it, turned the proposition down cold. But evidently Sir Henry had more than the Boutouche branch railway in mind when he declared the other day that no political interference would be tolerated in the management of the Canadian National Railway. He reminded the public that this was the understanding between him and the Government when he undertook the task, and he was going to see that the contract would be carried out.

It will be remembered that the House of Commons at its last session passed appropriations amounting to approximately \$100,000,000 for new railway construction. The lines proposed to be built were so palpably bribes to certain constituencies that the Senate refused to sanction it and the bill was thrown out.

Some \$84,000,000 of this appropriation was for the proposed Hudson's Bay Railway, a child of the Western Provinces and a project declared by those who know the condition to be absolute, useless and wasteful extravagance. The House of Commons, as a sop to Western representatives, passed the bill. At the coming session the government's need of Western assistance will be even greater than during the last session. That the Hudson's Bay railway will come up again is most probable. The government will support it for the same reason that they supported it last year: the Western members, whose child it is, will vote for it. It will no doubt carry as it did last year. The Senate will no doubt be strong enough to throw it out again, but there are possibilities otherwise, and the country is faced with the possibility of having this additional burden of debt cast upon them. The branch railways included in last year's appropriation will no doubt, at the bidding of members who wish to buy up their constituencies, come up again for consideration. The Conservative members will, as before, vote against the appropriation as useless and will, as before, be charged with refusing this concession while the Liberal members will, in certain cases at least, be credited with making an effort on behalf of their constituents.

Sir Henry Thornton's warning was evidently timed to prevent this proposed purchase of constituents. Will the Liberal government, in its present extremity, take the hint? There is no doubt that Sir Henry would resign his position if such political interference were carried too far and the government could not afford to have that happen. Yet political trickery can go to great lengths when death is staring the party in the face, and we shall see what we shall see!

COST OF LIVING

The index number of wholesale prices for mid-December was 164.67 for imported goods as compared with 163.15 for November. The index figure for exports for December was 147.07 as against 148.25 the previous month. "The predominance of agricultural products," says the Canadian Bank of Commerce letter for January, "accounts for the greater part of the decline in this index number. On the other hand the number for imports, which reflects to a large extent industrial commodities, has risen as a result of higher prices for cotton and wool and for several of the metals."

The point that will strike the average reader is that while the cost of the things we buy is going up we are receiving less for the things we sell.

THE FEAST OF THE SNOW

There is heard a hymn when the panes are dim, And never before or again, When the nights are strong with a darkness long, And the dark is alive with rain. Never we know but in sleet and snow The place where the great fires are, That the midst of earth is raging mirth, And the heart of the earth a star. And at night we win to the ancient inn, Where the Child in the frost is furled, We follow the feet when all souls meet. At the inn at the end of the world, The gods lie dead where the leaves lie red, For the flame of the sun is flown; The gods lie cold where the leaves are gold, And a Child comes forth alone. —Gilbert Keith Chesterton.

Notes By the Way

What are Maritime Rights? is a question sometimes asked and variously answered. There are certain rights laid down in the British North American Act, 1867, but we have learned since then that it is within the power of a majority of the Government and Parliament of Canada to do and to neglect to do many things damaging to Maritime interests and rights as we understood them when we joined in the Union Compact. One instance of this was the violation of the express stipulation to provide daily steam communication summer and winter between the railway system of this Province and those of the Mainland. It was forty five years before this great wrong was remedied. That wrong was primarily a wrong to this Province only, but it was in less measure a wrong to the entire Maritime Group, inasmuch as both New Brunswick and Nova Scotia were also shut off from desired and necessary communication with us for five months of the year.

The Maritimes have learned another important lesson of rights and wrongs since the federal union of 1867, which caused them no thought at the time. It has to do with the potential authority of the Parliament of Canada to have the British North America Act, 1867 amended. The Federal Parliament cannot do this directly but it can do so indirectly. A joint address of our Senate and House of Commons calling for a change in the British North America Act, 1867 is always cheerfully granted by the Imperial Parliament at Westminster. Hence we have the British North America Act 1871, the Canada Parliament Act 1878, the British North America Act 1886, and other Amendments since.

The Maritimes scarcely gave a thought to what was involved in the British North America Act, 1871, but very much that seriously affected the rights of the Maritime Group was embodied therein. Down to that date the Dominion Parliament had no authority to create new Provinces in Canada or to provide for the representation of such new Provinces in Parliament. It is true that our Parliament had before this passed the act creating the Province of Manitoba, which it had no power to do, and hence the British North America Act, 1871 was necessary in order to validate the act creating the new Province. But it did not stop there by any means. It gave in Section 3 the following new powers to the Parliament of Canada:

"The Parliament of Canada may from time to time, with the consent of the Legislature of any Province of the said Dominion, increase, diminish, or otherwise alter the limits of such Province, upon such terms and conditions as may be agreed upon by such Legislature, and may, with the like consent, make provision respecting the effect and operation of any such increase, or diminution, or alteration of territory in relation to any Province affected thereby."

Herein was laid the foundation for one of the most stupendous Land Grabs recorded in history. But the Maritime Provinces got none of it. They had paid their full share of the price paid to the Hudson Bay Company for these lands. They have since paid millions more to open them up, survey them, subsidize railways built through them, bring immigrants from overseas to populate them—untold millions of dollars for which the Maritimes never got a rood of land or a cent of coin in return! And what has become of the lands? Thereby hangs a tale which shows what a majority of the Canadian Parliament can do under the British North America Act 1871, with the consent of the Provinces interested.

Hundreds of thousands of square miles of these lands were transferred by the Parliament of Canada as a free gift to the old Provinces of Ontario and Quebec. This was done by successive stagés and always with the consent of the Legislatures of those Provinces, as provided by the British North America Act, 1871. The Legislatures immediately concerned did not demur. Why should they? Who would not accept as a free gift lands that in area are many times the size of the three Maritime Provinces taken together, and with their mineral and forest wealth thrown in? And why did the Maritime Provinces get none of these lands? Because their "limits" could not be increased. So Ontario and Quebec acquired an area as large as that of France and Germany taken together and our proprietary right therein was legislated away.

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.

WHEN CITIES DISAGREE

Sir,—Come all you arm chair critics and hark to my refrain, to do with one lone "Traveller" as named to sign his name. Some say his name is Billy, others say it's Lou, but as for his identity we do not care a sou. He suggested "riding on a milk train to save a three hour wait" but to prove his silly argument he said nothing up to date. "All Canadian mails and passengers" he said, on Nov. 23 "had to wait just twenty hours in Sackville if they came by the C. E." But he reckoned without Flasher, and that gentleman has stressed the fact "the C. P. R. leaves at noon connecting with the Maritime Express." No member of the Board of Trade can summon up the courage to tell Sir Henry what is wrong, so says the little smudge. It is very nice to be so smug, through the little man in hiding, and says, the judgement of the court is "Captain Read is too fond of residing" and anxious each day, to reach without delay his extensive and up to date farm, where hogs and other live stock thrive and grow "fat without in the least doing harm."

Now what silly twaddle for a man of his standing to write sheet after sheet of such stuff for in no less than three of his "venomous letters" he referred to, "the farm and the other live stock." Then "Observer" came in and made a suggestion, and up got wee Willie dander, "Observer" he said "was a timorous, chicken hearted fly" in his "most" manly and straightforward manner. "Judge not, that ye be not judged," I have heard that somewhere before, of course, this does not hold good in a Court but it does outside of the door. In a Court of Law, the judge is supreme, but not so on the deck of a ship, the same is true, in a newspaper squabble—this is offered to "Traveller," just as a tip. Only one more suggestion and then I am through, and that is to "Traveller" forsooth, if he must write about, much better men in justice, stick to the truth.

I am sir, etc., NOVIS.

THE BIBLE SOCIETY.

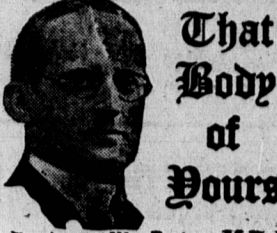
Sir,—May I take this opportunity of thanking you for the splendid reports of the Bible Society meetings given us through your columns last week? We recognize in the press one of the most valuable agencies for the propagation of such a work, and are sure that very many of your readers who are delighted to know of its success.

Since our meetings I have received a letter from A. M. Featherston, Esq., of Toronto, who is a well-known business man, and has been for a long time a member of the Executive of the Canadian Bible Society. He writes of the Scripture Memory Course which we have inaugurated in this Province: "I would like to see it in effect over Canada. Until recent years I have been actively interested in Sunday School work, and have felt that our young people were not memorizing the Scriptures as we did in our earlier days, and have been considering what could be done to encourage it. Could you spare me say twenty-five of your folders? I would like to ask the Secretary to put the matter on the agenda of the next meeting of the Canadian Bible Society Executive."

This system has become well-known throughout the Sunday Schools of the Province, and many friends will be glad to know of this commendation. Having seen its good results here, we can but re-echo Mr. Featherston's wish—we would like to see it in effect over Canada. I am, Sir, etc., HENRY D. RAYMOND, Pres. P.E.I. Bible Society.

Daily Selections FOR Guardian Readers

THE FEAST OF THE SNOW There is heard a hymn when the panes are dim, And never before or again, When the nights are strong with a darkness long, And the dark is alive with rain. Never we know but in sleet and snow The place where the great fires are, That the midst of earth is raging mirth, And the heart of the earth a star. And at night we win to the ancient inn, Where the Child in the frost is furled, We follow the feet when all souls meet. At the inn at the end of the world, The gods lie dead where the leaves lie red, For the flame of the sun is flown; The gods lie cold where the leaves are gold, And a Child comes forth alone. —Gilbert Keith Chesterton.



By James W. Barton, M.D. DO YOU HAVE A DAILY TEMPERATURE?

In a former article I spoke of the mistake that was made of carrying around a clinical thermometer, and then should it record a degree or two the frantic efforts to reduce the said temperature. Temperature simply shows you that something is wrong, and Nature is trying to right it. So, if at any time you have a slight temperature don't worry about it, but see that intestine is clear, abstain from eating, and get off your feet. You can send for the physician if it persists.

But what about it, if every day of your life you find yourself with a temperature of one or two degrees? Does this mean anything? It most assuredly does, and should be investigated fully. It means in plain language that something definite is wrong inside your body.

Well, to take something simple it may be due to sluggishness of the liver, allowing the intestinal contents to set up a slight poisonous condition. It might also be due to bad tonsils. These may not be very sore, nor give much inconvenience, but there is just enough absorption from them by the blood to give the one degree of temperature. On of the results left by the Flu is chronic inflamed condition of the little caverns adjoining the nose.

They are in the forehead over the eyes and in both cheeks. This is a frequent cause of that daily temperature. Of course there are several troubles like tuberculosis that likewise give a daily temperature.

What is my point? That while you should not allow a little temperature occasionally to worry you, the fact that you have a little temperature every day is a very significant thing. It means trouble. Well, what are you going to do about it? Why just begin looking for that trouble.

You are on your feet, you are not real sick, your body is putting up a good fight for you. Get busy and help it.

Don't think because you are not in bed that you shouldn't bother with it. That might mean "ha" you'll get down for good. Go to your family doctor, and to your dentist, and let them try and find out the cause of the temperature.

They will likely find it all right. In any case remember there is always a cause, and it will be found, if you look for it long enough.

W. G. Y.

MONDAY, JANUARY 21 190 Kilocycles (380 Meters) WGY (Schnectady, N. Y.) General Electric Company Eastern Standard Time 11:55 a. m.—U. S. Naval Observatory time signals. 12:30 p. m.—Stock market report. 12:40 p. m.—Produce market report. 12:45 p. m.—Weather report. 2:00 p. m.—Music and address, "Cooking by Wire," courtesy, Society for Electrical Development. 6:00 p. m.—Produce and stock market quotations; news, bulletins. 7:45 p. m.—Musical program. Contralto solo, "The Old Refrain." Elizabeth B. Carrigan. Alice M. Bellinger, accompanist. Readings, a. "Say Something Good" Gillihan b. "Rather be the Horn" Vander Veer c. "Nothing to do but Go" Genevieve Liddane Anon. Contralto solos, Elizabeth B. Carrigan

That Body of Yours Uninsured!—a tragedy

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