

THE CHARLOTTETOWN GUARDIAN

President, W. Chester S. McLure; Secretary, Lieut. Col. D. A. MacKinnon, D. S. O. Editor and Manager, J. R. Burnett.

TUESDAY, NOVEMBER 17, 1925

SHIPPING OUR POTATOES

Discussing Prince Edward Island's transportation disabilities, the St. John Telegraph-Journal takes Sir Henry Thornton to task for the off-hand manner in which he sets aside Mr. Rattenbury's demand for, at least, 400 refrigerators to handle the crop.

"So far as car shortage is concerned," it asks, what would the West say if cars were not available to move the wheat crop as soon as it was ready to be moved? Long before the crop ripens the press carries stories about tremendous efforts being made by the railway companies to have an ample number of cars available for quick movement of the grain crop.

Prince Edward Island's misfortune appears to be that it is not set down in the midst of the prairies. Its people gather a great crop in expectation of getting it to market, and reaping the advantage of high prices which, in the case of potatoes, now prevail. Perhaps they will continue to prevail until spring, but in the intervening period there may be considerable loss from rot and frost.

Our neighbors across the Strait deserve more consideration than they are getting from the Canadian National Railways. If anything should happen to the car ferry, they would be completely isolated, so far as freight traffic is concerned. They were promised steam communication as one of the inducements for them to enter the Confederation. That communication should be adequate or there is a violation of faith on the part of the rest of the Dominion.

We have already referred to the utter inadequacy of the refrigerator car service and it is our object now to stir up some more lively interest in the provision of adequate shipping facilities both at Charlottetown and Georgetown. To take the latter first, the Potato Growers' Association requested the Dominion Government through Mr. J. J. Hughes to provide a frost proof warehouse at an estimated cost of \$18,000. Mr. Hughes, it is understood, succeeded in getting the approval of the Minister of Public Works for this very necessary expenditure, but when the draft came before the Government for final revision the vote was struck off, the Minister of Public Works asserting that he had been informed that the vote was unnecessary for the present season and could very well be held over. Who was the enemy of Prince Edward Island farmers and merchants, who informed the Minister of Public Works that this vote could very well be struck off? This should be probed to the bottom as there is no use of sending representatives to Ottawa to pull against us instead of for us. Had we this frost proof storage at Georgetown the situation would be greatly relieved. The shippers and others interested should demand an explanation from each of our late representatives and the Government why this vote was turned down, while similar votes for fruit, etc., in the Western Provinces were passed without question.

In Charlottetown evidence is clear that improved facilities are necessary if our seed potato and table potato industry is to be developed to its capacity. What was the experience here last week? Two steamers were in the harbour to be loaded for southern markets and all the labour was available for the purpose, but only one could be loaded at a time; therefore we had the melancholy experience of witnessing a much required steamer lying mid stream waiting until another steamer left the only available berth. The remedy here is to make new deep water terminals sufficient for handling two steamers loading simultaneously, and sufficient frost proof accommodations

so that we shall have security for 25,000 or 30,000 sacks of potatoes to be loaded up to the actual close of navigation. These are matters that it is unnecessary to stress. Every farmer and every merchant and every employee about our wharves knows the necessity and why, therefore, should we delay in having the Government give effect to the proposals? As the St. John Telegraph points out, the Western Provinces would not endure for a moment any such delay, handicap and inconvenience when their staple crop is ready to be moved.

"ALL BUT MY JOHN" To our esteemed contemporary, The Pioneer, we extend such kindly sympathy as was accorded the dear old lady who, watching a soldiers' parade, remarked with fond complaisance, "And they are all out of step but my John."

To the Pioneer the Maritimes, and indeed Canada, are all out of step except Prince County. "To the Pioneer," says our satisfied contemporary, "which has persistently and consistently preached the doctrine of lower tariff taxation, the huge majority rolled up in our home constituency for Mr. A. E. McLean is very gratifying; but there our satisfaction ends. . . . It is hard to understand why the Maritime provinces in particular should favor a policy which would prove to be detrimental to their best interests."

Hard indeed! But did it ever occur to our genial contemporary that it may be equally hard for the rest of the Maritime Provinces to understand why Prince County should support a policy which the great majority of Canadians believe would be detrimental to Canada, including the Maritimes?

The Pioneer, like many other newspapers of its political ilk, no doubt carried away by its portentous enthusiasm for Liberalism, uses some unjustifiable definitions in its efforts to prove that all the rest of the Maritimes are deluded and Prince County alone on the bed-rock of intelligence and wisdom. For example, it refers to "Mr. Meighen's policy of sky-high protection." Where did our all-wise contemporary find this policy either in Mr. Meighen's manifesto or in his speeches? So far as we have been able to understand Mr. Meighen's tariff policy, he wants a tariff against foreign countries only as high as the tariff imposed by those countries against Canadian products.

Now, if our sympathetic and sorrowing contemporary will look once more at the tariff schedules of Canada and the United States, look at them in the calm that it is now experiencing after the battle and the Prince County victory, will it explain candidly and with its customary philosophy, why in its opinion, we Canadian farmers should admit American pork and beef into Canada on a tariff of one and two cents a pound when they charge three and four cents duty on ours; why we admit American hay at \$2.00 a ton while they charge us \$4.00; why we admit American eggs at three cents a dozen while they charge eight cents to let Canadian eggs into their market? And the same proportion holds through all our products agricultural and industrial. Mr. Meighen advocates an equalization of these rates to make ours as high as the American tariff, sky-high or earth-low, if you will, but only to give Canadians an equal chance in their own market with Americans or any other foreigners.

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Notes By The Way

A few days ago Premier Greenfield of Alberta, denied a current rumor that he had resigned, but he has since tendered his resignation. Hon. Herbert Greenfield was born in England 56 years ago, and came to Canada in 1892. He was elected to the Legislature for Peace River as leader of the United Farmers of Alberta in 1921 and on the defeat of the Stewart (Liberal) Government, became Premier of the Province. He was backed by the support of 41 United Farmers in a House of 61 members in which the Liberals number 15.

But many things have changed since 1921. At that time Manitoba, Saskatchewan and Alberta together elected 37 Progressives to the House of Commons where now the same three Provinces, and entitled to ten more members, have only elected 20 Progressives and but 23 in all throughout the entire Dominion. Premier Greenfield's resignation is therefore viewed as another downward step toward the break-up of the Progressive party. Otherwise he stood opposed to the King Government's plans for connecting his constituency of Peace River with Edmonton, he preferring that the connection be made by the Canadian Pacific Railway.

Many things are better since the election and other things no worse than they were before. It is better that both the Conservative and Liberal parties have elected some members from each of the three Maritime Provinces, and with a strong Conservative majority from two of them. It is distinctly better that the Conservative group is the largest group in Parliament, the Liberal group is reduced by a large percentage, and the Progressive group reduced by a still larger one, thus giving a black eye to their corrupt alliance.

It is really no worse that half the King Government Ministers were defeated and the country left with practically no Government at all for some weeks to come. The country is safer now that half their number are down and out and the remainder so hog-tied by the limitations to which Premier King has consented that they are harmless. The permanent official staff will carry on the collection of revenue and other public services, and the great army of workers on the farms and in the factories will go on producing wealth as before.

In due time the new Parliament will assemble and the leaders, Meighen, King and Forke will be able to learn how many members each of them can rally under his standard. It will be in Mr. Meighen's favor that he has the largest body, and the only one whose following has been increased by the election. It will not help Mr. King that his Liberal followers are diminished by 20 per cent. Mr. Forke will not be cheered as he surveys his little party of 23 instead of the 65 he had a year ago.

Lost numbers, lost prestige, defeat and humiliation are poor recruiting agencies for a political party. Large bodies have more attractive power than smaller ones. And there is now this danger with which Mr. King is face to face. Many prominent members of his party were saying before the election that they would never get anywhere under his leadership. Now these and the Liberal party in general, sore under their defeat, are more likely to call for his resignation as leader than to busy themselves with efforts to secure him further support. The party that rejected honest Alexander Mackenzie after his defeat in 1873 are not likely to be any more lenient toward Mackenzie King in 1925.

Quebec made a sad mistake in voting on the dead issue of conscription instead of upon the record of the Government, or upon the question of protection. The net result is that Quebec has given almost a solid support to a defeated party while Mr. Meighen and the Conservative party have gathered an overwhelming support from among the eight English-speaking Provinces. Time and prudent counsels may be counted upon to restore a better order of things now somewhat unbalanced.

In the new Parliament will be found a Conservative party strong in numbers and in confidence, able to explain it to its Prince County readers, possibly it and they will come to the conclusion that the ignorance of the rest of the Maritimes which voted against what Prince County voted for is not as profound as it and they now think it is. Perhaps also it and they may conclude that it is "My John" and not the parade is out of step.

The Public Forum

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

ARMISTICE SERVICE

Sir,—While the two minutes silence at eleven o'clock on Armistice Day was this year more reverently observed in Charlottetown—at least in vicinity of monument, yet a great improvement is still to be desired.

During the two minutes in which silence was requested at least two coal carts and other vehicles passed close to the monument, and from other streets close by could be heard the sound of passing cars and vehicles.

When the whole traffic of noble old London can come to a standstill surely the same might be expected in a small place like Charlottetown. Why is it not done? Is it because of carelessness or of indifference? Surely not.

It will be well for us all to read carefully the following information as to the observance of Armistice Day in London—that great business and nerve centre of our race. "Armistice Day" was observed with the utmost solemnity throughout Britain, even more so than in the past. In London, nine out of ten persons were wearing Flanders poppies.

At 11 o'clock a gun was fired in St. James Park and maroons detonated throughout the suburbs, when the city's tremendous roar was still ed and men bared their heads and in the streets and offices stood at attention for two minutes, while traffic of every kind—railway, underground, bus or private vehicles stopped dead.

When we catch the spirit outlined in the following prayer of the Anglican Bishop of Montreal, which he offered up in Montreal on last Armistice Day we may then do better.

I am Sir, etc., OFFICER C. E. F. (ENCLOSURE) PRAYERS. Bishop Parthing then pronounced the Lord's Prayer, followed by a special prayer, as follows: "Almighty God, our Heavenly Father, we give to Thee humble and hearty thanks for all those who served in the great war, and for the fruits of their sacrifices, by which we and the nations of the world have been blessed.

"We specially commemorate these Thy those who gave their lives to preserve for us Liberty, Truth and Justice; may Thy Light ever shine upon them and may they rest in Thy perfect peace.

"Give to us and to our nation grace to prove ourselves worthy of the sacrifice made on our behalf. Grant that we may follow the example of their self-sacrifice, and give ourselves wholly and ardently to the service of our Dominion and regard to the Summer Tourist Traffic. We believe that the possibilities of Prince Edward Island are not even dimly realized, but they must be exploited if we hope to make them effective. The writer was informed, by Canadian Pacific Directors, that prior to the War they had a plan mapped out to connect Prince Edward Island, and the scheme included a Car-Ferry Service from St. John to Digby and Digby to Charlottetown. As a result of a Conference of Maritime Boards of Trade held in Moncton in August last it devolved on the writer, as President of the Associated Boards of Trade, to appoint a committee to investigate the matter. The committee consisted of the Maritime Commercial, Farming and Fishing interests to deal with the four principal subjects to come up for discussion at the Maritime Conference in Charlottetown. All interests were represented on these Committees, and one of our most successful Farmers was Chairman of our Transportation Committee.

From the lips of Captain Read's letter he appears to be laboring under a mis-conception. In my report before the Maritime Conference I was dealing with the Economic Status of the Maritimes under the Confederation Pact, and I think it is pretty generally agreed throughout the Maritime Provinces, that one of our principal grievances is the lack of adequate and efficient transportation. If Captain Read is satisfied that the present services to and from the Mainland are satisfactory, I am quite sure that ninety-nine per cent of the citizens of Prince Edward Island, as well as the travelling public, are not satisfied. If I had not referred to

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It will probably take two years to obtain one; hence the need of an Auxiliary Boat is a pressing argument is founded on the assumption that we have only to meet present requirements. We believe that Prince Edward Island can produce double of what it is doing at present, and that the Tourist travel can be indefinitely increased, out to grow we must first have the facilities to provide for such growth.

2nd. That to induce the Canadian Pacific Railway to enter this Province would be to bring about duplication of service, and increased cost.—If it simply involved dividing the present traffic then the contention would be valid. But the Canadian Pacific Railway already has the Midland R. needs connection with Halifax. Nova Scotia and Prince Edward Island offer a field for new traffic and ultimately some effort will be made to gain it. The Dominion Government already sub-

sidies the Charlottetown-Moncton Route. The Canadian Pacific Railway can be depended upon not to undertake anything that will not be profitable. If the Midland scheme is realized we desire Prince Edward Island to share in any advantages that it may offer as an alternative route, particularly with regard to the Summer Tourist Traffic. We believe that the possibilities of Prince Edward Island are not even dimly realized, but they must be exploited if we hope to make them effective. The writer was informed, by Canadian Pacific Directors, that prior to the War they had a plan mapped out to connect Prince Edward Island, and the scheme included a Car-Ferry Service from St. John to Digby and Digby to Charlottetown. As a result of a Conference of Maritime Boards of Trade held in Moncton in August last it devolved on the writer, as President of the Associated Boards of Trade, to appoint a committee to investigate the matter. The committee consisted of the Maritime Commercial, Farming and Fishing interests to deal with the four principal subjects to come up for discussion at the Maritime Conference in Charlottetown. All interests were represented on these Committees, and one of our most successful Farmers was Chairman of our Transportation Committee.

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That Body of Hours

By James W. Barton, M.D. VALUE OF HEAT

When a youngster bumps his head, a finger is bruised, or there is any other injury about the home, hot water or heat of some kind is the first thought.

To prevent a lump swelling sometimes cold water is used to delay circulation to the part. However, the idea of heat to any injured or impaired part is really good common sense.

The whole thought should be not to prevent a good circulation, but to increase the circulation to the injured part makes all the cells work harder, with the result that the damaged parts get carried away from that particular place, and hence out of the system. In these waste products from the part are acid substances, which are harmful to the body, and as they are carried by the blood to the lungs, skin, and kidneys, they are thrown out by the lungs and kidneys and to some extent by the skin.

The removal of so much acid leaves the blood more alkaline, which is its normal healthy condition. You will remember that the Japanese soldiers carried huge barrels or hogsheads with them during the war with Russia, and immersed themselves in hot water after the fatigues and injuries of the day. The hot water hurried the circulation and removed the waste fatigue products from the system, hours having been done.

For years hot packs have been used in acute kidney conditions. It was felt that inducing perspiration through the skin would relieve the kidneys to that extent, and thus the poisonous acid substances would be thrown out of the system. It is now thought that the hot packs so increase the circulation of the blood that the poisonous substances are removed to a great extent by the lungs also, and so all our old-fashioned methods of applying heat by basking the part, hot poultices, mustard plasters, are now found to be scientifically correct, because they mean movement in the cells of the part due to the increased circulation of blood.

And movement means life after all. Besides the Charlottetown-Moncton Route, the Canadian Pacific Railway can be depended upon not to undertake anything that will not be profitable. If the Midland scheme is realized we desire Prince Edward Island to share in any advantages that it may offer as an alternative route, particularly with regard to the Summer Tourist Traffic. We believe that the possibilities of Prince Edward Island are not even dimly realized, but they must be exploited if we hope to make them effective. The writer was informed, by Canadian Pacific Directors, that prior to the War they had a plan mapped out to connect Prince Edward Island, and the scheme included a Car-Ferry Service from St. John to Digby and Digby to Charlottetown. As a result of a Conference of Maritime Boards of Trade held in Moncton in August last it devolved on the writer, as President of the Associated Boards of Trade, to appoint a committee to investigate the matter. The committee consisted of the Maritime Commercial, Farming and Fishing interests to deal with the four principal subjects to come up for discussion at the Maritime Conference in Charlottetown. All interests were represented on these Committees, and one of our most successful Farmers was Chairman of our Transportation Committee.

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He Brings Them Back To Health

Condensed from The American Magazine (Dec. '24) by M. K. Wischard. An interview with William Muldoon

William Muldoon is 79 years old yet, except for his white hair, he is a marvelously young man. He has the spring of youth, the grace of long-acquainted self-control, which are as much a quality of mind and of character as of physique.

Muldoon is not merely the world's most famous trainer of men. He himself is undoubtedly one of the most remarkable persons that ever lived. He has rehabilitated thousands—rich and poor, industrial leaders and financiers, statesmen, generals, playwrights, college professors, athletes—more than 18,000 in all! Included in the list are such names as Theodore Roosevelt, Elihu Root, Chauncey M. Depew—to say nothing of a squad of American generals—Lawson, Bell, Chaffee and others.

What has Muldoon learned which the average man can apply in his own life? I can tell you. The recipe may be put in one word—self control. We know pretty definitely what we ought to do. Doctors have laid down the law to us. We have read, time and time again, the fundamental rules of diet, exercise, work, recreation—all the principles of right living. The trouble is, we don't follow them. Health is ours, to have and to keep, if we will have the mental and moral backbone to stand up and take it.

"I can honestly assert," he said to me "that my mind is the master and my body is its slave. I simply do not do anything I think I ought not to do—whether it is a matter of taking more than one cup of coffee in the morning, or of staying up late at night when I am tired, and know I ought to go to bed.

"I have found that a man's bad physical condition usually comes because of a bad mental condition. My first effort is to reach his mind. For the time being, I supply the element of control which he himself lacks. I simply take the reins and guide him until he can guide himself.

"The part that exercise plays in the daily routine must not be over-emphasized. It is important and necessary; but the real problem is always one of mind-building. The rapidity with which a man improves when he has the right living conditions and the right habits is astonishing.

"If a man is going to accomplish anything, if he is going to have a character that is worth the name, he must practice self-discipline. Remember this! Any man can save himself from most of the ills and unhappiness of life if he will live according to the right principles and will guard himself against the habits that weaken his will.

"What most people fail to realize is that nerve energy is the motive power of the body. The bad habits most of us acquire are a tax upon this supply of nerve energy. If you don't arrange your work, diet, sleep, and recreation so that you are regularly renewing your supply of nerve energy in every period of 24 hours, you are bound to suffer serious consequences.

"Without a good supply of nervous energy none of the organs can function properly. The heart is disturbed, the stomach and the digestive tract lose their tone, the gastro-intestinal tract loses its tone, and you become nervous, irritable, and easily irritated. You become disordered, careless about your personal appearance. Of course, these symptoms come on gradually, as the harmful habit leads to another.

"One of the most destructive things a man can do is to follow the easy way in little things. He grows careless about his table manners, instead of making a decent

Nova Scotia and Prince Edward Island having been deprived of the services of the Canadian Pacific Railway in dealing with the subject under discussion, on this particular occasion, I would have been considered negligent of my duty if it seems a pity, indeed, that Captain Read felt he had such valuable information on the subject to be discussed, that he did not see fit to come before the Maritime Conference at Charlottetown, which would have been the proper occasion, rather than to be heard in various discussions; and such actions do not tend to promote the prosperity of the Province or help to secure the re-adjustments or compensations that we might reasonably expect.

I am Sir, etc., J. O. HYNDMAN, Charlottetown, 16th, November 1925.

SCHOOL CHILDREN SELLING GARDEN SEEDS FOR ONTARIO.

Sir,—A seed and toy house in Ontario has for some time been soliciting children in the school districts of P. E. I. on selling garden seeds, post cards and various other things and on remitting the money, are awarded prizes for their work which in most cases are useless, except in the minds of those to whom they are awarded. Last year many bought those goods just because it was a neighbour's child who called on them, and this year it is being repeated.

Have we not as good seed houses on P. E. I. with reliable, tested seeds, which are sent to reliable dealers all over P. E. I. Why buy seeds from Ontario to the detriment of our seed houses? Is there not any remedy to stop this way of doing business? Lam. Sir, etc., INQUIRER.

LLOYDS AGENTS THE OLDEST INSURANCE AGENCY IN PEI ISLAND SECURITY SERVICE HYNOMAN & CO LTD. SHIPPERS AND MERCHANTS We remind you that any claims for loss or damage to goods arriving from abroad should be reported to this office as soon as known. Insurance promptly effected on goods leaving the Island by rail, sailing vessel or steamship. Phones 67 and 333. Charlottetown.

Daily Selections FOR Guardian Readers

November 17, 1925. WHAT GOD WILL DO:—He will swallow up death in victory; and the Lord God will wipe away tears from off all faces; and the rebuke of His people shall be taken away from off all the earth; for the Lord hath spoken it. Isaiah 25: 8.

ADVERSITY AND PROSPERITY. Man fears adversity, but woos Prosperity in golden shoes. Adversity is plain to see. A scalding, nagging dame is she. An ugly sister who bestows No smile upon her friends or foes.

Prosperty is decked with grace, And has a most bewitching face, Men world-wide ever seek her hand About her door in troops they stand, They rush to kiss her garments' hem. But oh, what fools she makes of them!

Man hates adversity, and yet When once entangled in her net, He'll fight to rectify a wrong, Give blow for blow, and growing strong Meet every fate with courage grim, And thus she'll make a man of him.

But sweet prosperity, who trips About the world with smiling lips And lures mankind with lovely eye, Makes fools of but the very wise; But few there are can hold her hand And all her flattery withstand.

Man fears adversity, but woos Prosperity in golden shoes. And yet the ugly sister gives Real splendor to the life he lives, While all discover at the end Prosperity's a treacherous friend. —Edgar Guest.

ceremony of a meal, as a man should. Take a little thing like getting up in the morning. Perhaps this man ought to get up at seven o'clock. But he is regularly turning over for another nap, so that when he finally gets up, he must make up for his tardiness.

"He hurries into his bath. But instead of the water being cold or lukewarm, it is almost hot. He dawdles over his bath, instead of making it a smart exercise with a brisk rubbing afterward. Then he puts on his clothes, which doubtless were left in disorder the night before. In his haste, he slights the small but important details of his dress. A day begun thus, will conclude in this manner, and put a kink in it! This position puts an unnecessary strain on the heart, by increasing the amount of nerve energy required to send the blood through the body.

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