

THE CHARLOTTETOWN GUARDIAN

President—W. Chester S. McLure, M.P. Vice-President—J. H. Bennett, F.R.S.E. Secretary—Miss G. D. A. MacKinnon, B.S.O. Editor and Managing Director—R. B. Bennett, F.R.S.E. Associate Editors—Frank Walker and D. E. Curran. Morning Daily (founded 1887) 25.00 per year (in advance) delivered. 24.50 per year (in advance) mailed in Canada and United States.

WEDNESDAY, MAY 9, 1934.

THE TOURIST TRADE

Senator Dennis, of Halifax, has done a service by emphasizing the value to Canada of the tourist business and stirring such interest that a Tourist Committee of the Senate has been appointed to study the immense possibilities of this industry and to inquire as to the means that might best be adopted looking toward its encouragement and expansion. As Senator Dennis pointed out, the tourist business has fallen off in the last few years, but it will rise again as conditions improve, and he showed that in the peak year of 1929 the money spent in Canada by tourists from other countries was \$309,000,000, equal to all mineral production, nearly equal to the net production of forest industries, and not very far short of the construction industry. Senator Meighen, government leader in the Senate, Senator Lemieux of Montreal, Senator Hocken of Toronto, Senator Buchanan of Lethbridge and others, all endorsed the view that this was a matter of national importance and that it was expedient that a united effort should be made to build up the tourist trade. The Halifax Herald, Senator Dennis' own paper, notes that a rare tribute to Prince Edward Island was paid by Senator Meighen when, in moving for the appointment of a Special Tourist Committee he remarked that it was not necessary to encourage tourist traffic to this Province.

People who have visited Prince Edward Island, as Mr. Meighen suggested, do not require encouragement to come back here again, adds the Herald. But, of course, there are the multitudes who have never had the pleasure of a visit to "The Island," and it is towards these that the encouragement must be directed. And now Prince Edward Island has its own representative on the Tourist Committee in the person of Hon. Creelman McArthur.

BOND ISSUES

The Halifax Liberal press congratulates the MacDonald Government and the people of Nova Scotia upon the recent sale of \$5,000,000 three and one-half per cent 5-year bonds at the favorable price of 99.01, which it regards as an indication of the high financial standing of the Province. Of the total issue, \$1,500,000 will be used for refunding purposes, which, as the Liberal newspaper notes, will to a degree lessen the interest charges on the maturing issue. The greater part of this huge loan, however, is to be used for capital expenditure as well as for the meeting of former deficits. To that degree, of course, the public debt of the province is increased. "But," says our Halifax contemporary, "since borrowing this year is apparently inevitable there will be general satisfaction that money was obtained on such favourable terms."

In this Province the MacMillan Government has obtained excellent terms in the sale of \$300,000 four per cent 10-year bonds at the price of 99.32, which also may be regarded as a sign of the satisfactory financial standing of this Province. The chief difference between the Prince Edward Island and Nova Scotia bond issues, is that the former is wholly for the purpose of funding unemployment relief expenditures and thereby reducing bank interest charges, while the latter is very largely for new capital expenditures, thereby increasing the provincial debt. An effort has been made in the Liberal press of this Province to show that the MacMillan Government, by funding \$300,000 and reducing its bank interest charges, has increased the debt of the Province to that amount. The explanation given by the Halifax Liberal press with regard to the different purposes of the MacDonald Government's \$5,000,000 loan makes clear that such criticism is entirely unjustified. It would apply to the major part of the new Nova Scotia bond issue, but not to the Prince Edward Island issue; and even in the case of borrowing for capital expenditure, the Nova Scotia Liberal newspaper apparently considers the Government is entitled to credit rather than criticism.

HONOR TO CARTIER

The forthcoming 40th anniversary celebration of Cartier's discovery of Canada, which will include the visit to Charlottetown on Aug. 24 of a large and distinguished party of European delegates, is the subject of keen interest in mainland newspapers. The Toronto Globe has comments: "With the completion of the Na-

sional Committee which will direct the celebration of the anniversary of Jacques Cartier's landing, 400 years ago, there will be a turning back to the very earliest pages of Canadian history. The committee just chosen is a representative body, including many distinguished figures. Senator C. P. Baughen and Senator George P. Graham, are the Joint Presidents. Dr. H. J. Oody, head of the Toronto Committee, is a Vice-President. Newfoundland will share Canada's deep interest in the Cartier anniversary. Writing in the Evening Telegram of St. John's Nfld., Mr. H. F. Shortis has given an account of the Cartier voyages, with a wealth of detail. The log-books of the explorer's first two voyages are very complete, Mr. Shortis remarks, but that of his third journey (also that of Roberval) are not, and had it not been for Richard Hakluyt, the indefatigable English writer, interesting detail would be missing. Cartier, says Mr. Shortis, entered the Gulf through the Straits of Belle Isle on all three trips. He concludes that little was known of the south entrance at Cape Breton. Consulting maps, he ascertains that not one published up to 1529 gives any indication that there was a southern entrance to the Gulf of St. Lawrence between Newfoundland and Cape Breton. Not until after Cartier's voyage around Newfoundland was the Gulf described on the charts.

With a certain acerbity Mr. Shortis remarks that "the efforts of the Geographical Society of Canada last year to erect a monument at Montreal to commemorate John Cabot's landing at Cape Breton brought a proper snub to them from the Mayor and City Council." In any case, this year of Cartier celebration should be marked by a community of interest across the northern half of the continent; for both Newfoundland and Canada have contributed engraving pages to the exploration records.

The Kerensky parcel was, as a matter of fact, suggested by one as close and friendly to the President as the author of "The Roosevelt Revolution." What the country wants to know is whether it is a little group of intellectuals who are impressed with an Russian experiment. But it has ears to hear about "planned economy" and sees that the Federal Government reaching out to regulate agriculture and industry is never before.—New York Herald Tribune.

The Nation (New York): The economic plight of Germany does not improve, despite all the cleverness of Dr. Schacht. He is now facing foreign creditors with Germany's strong represented by the Americans especially. He will find plenty of opposition to his plan to load the debt to America in half on the ground that 50 per cent of it is a "political debt" and not a pure business one.

A POOR ALIBI

Seeking to establish an alibi for his obstructive attitude on the Marketing Bill, Mr. Mackenzie King (contrary to the attitude attributed to him by the local Liberal organ) maintained that his objection was to basic principles embodied in the bill. There was, he said, "a great difference between standing for your principles, asserting and maintaining your position, and endeavoring to protract proceedings indefinitely." A week before, at a party caucus, he had "expressed the view that there was nothing to be gained at all by protracting discussion on this, or indeed on any measure at present before the House," and he had "counselled expedition in the matter of getting the bill through the legislature of the session."

To this excuse Premier Bennett replied as follows: "I am sure the country will be delighted now to have heard what was said in caucus of the Liberal party for the purpose of determining what public action should be taken, for otherwise we should not have known what the attitude of the right hon. gentleman and his party was or is. It is pleasing now to know, in a second-hand way, that a week ago they desired to save the country from any knowledge of the great struggle between John and the Barons and of the difficulties which Alfred experienced in cooking the cakes, and things of that kind. But there is one thing that is very apparent, and that is that when the amendment was moved by the right hon. gentleman for his party it was an amendment that tried to be on both sides of the question. It reminded one of that Pilgrim who in his progress met Mr. Facing-Both-Ways. That is exactly what was done here: the amendment approved the principle of the bill and denounced it. But in accordance with the rules of Parliament it was ruled out of order, and instead of facing both ways we have had to face one way with the result that there has been a majority of sixty against the Opposition, led by the former Minister of Agriculture in the administration of the right hon. gentleman."

Men of tomorrow may cure an aching tooth by switching on the radio. Experiments in treating diseased teeth with a simple short-circuited set were disclosed today at the annual convention of the Pennsylvania Dental Society by Dr. J. S. Carvel of Wilkingsburg. He said experiments gave him 30 per cent of the germs in diseased teeth may be killed by placing the tooth between the sending and receiving plates. Thus far the experiments have been limited to extracted teeth.

A Jersey City tailor has been sent to jail because he charged a customer 35 cents instead of 40 cents for mending and pressing a suit of clothes. The conviction was no doubt proper. If the N.R.A. be a valid enactment, it will purge the Supreme Court however, to find a way to uphold this legislation.

EDITORIAL NOTES

When you try to appraise a civilization, you must examine, among other things, its attitude toward religion, and its attitude toward property. I should say that the new generation will put an end to the American worship of wealth and to the American contempt of poverty. The men of the future will be as eager as any of us to make money, and as reluctant as we to identify wealth with virtue, or poverty with vice. I don't think they will identify wealth with virtue, or poverty with vice. I hope I am correct in this prophesy, for their money.—John Erskine.

THE CHARLOTTETOWN GUARDIAN

Notes By The Way

An effort to descend further into the sea than any man has yet succeeded in doing will be made this summer by Dr. William Beebe. The scientist will launch New York on April 28 for Nonsuch, Bermuda. The trip was made possible through funds provided by the National Geographic Society in Washington. Dr. Beebe declared he expected to descend at least 3000 feet, a little over a half mile during the present expedition.

It is the fashion to say that we are on the eve of war between France and Germany. People who say it do not realize that it would be just as impossible to carry France into the war, unless France was attacked, as to carry England. Even intervention in support, say, of Poland, could not be undertaken by the French without grave international danger. It would probably not be undertaken unless the Little Entente also were ready to move.—Stephen Gwynn.

Mural painting is having a renaissance, and a studio of workshop practice for mural painters has now been opened in South Kensington, London. Every parish church in the Middle Ages had its mural paintings in the chancel, but since the Reformation the art has been allowed to die out. Now the new architecture, with its wide, unadorned wall surfaces, offers an exceptional opportunity for decoration.

Japan's recent bid for a commercial treaty with the United States centres attention once more on the rapid development of that country's industries and commerce. Textile goods from Japan are engaged in a trade war that may greatly influence the history of the world. Negotiations for the two countries have failed to reach an agreement, and abrogation of the Anglo-Japanese commercial treaty is feared. While Japan is moving rapidly to extend her textile exports in every direction.—Philadelphia Public Ledger.

The automobile which was brought here in 1905, Mr. T. B. Grady and Frank Compton of Summerside imported a second hand Ford, and cylinder Cadillac. In 1906 the late George E. Auld and the late J. A. S. Compton imported a high Oldsmobile, and a three cylinder "Compound" and a two cylinder double over head "sell" made by Canada Cycle and Motor Company, this making a total of five automobiles in the Province. Five, however, was enough to start trouble in 1907. I changed my 1906 Russell for a 1907 model but I do not remember that any other cars were brought here.

There was quite a lot of talk about frightened horses, narrow roads, etc., in 1907 and no doubt many horses were nervous for the models were not by any means noiseless. Agitation against the motor car continued through the winter part of 1907 and with the approval of the holding of the 1908 session of the Legislature, the papers were flooded with letters, some signed but mostly anonymous and nearly all protesting against the use of the automobile. A few letters, however, were far sighted enough to see that the automobile had legislation pending their regulation of their use, and also suggested the widening of roads. As Mr. E. D. Sterns, in a letter to the Patriot, March 1908, was the first to point out the necessity of both roads and widening the roads, and his letter: "Let the Government widen the roads to sufficient width for the comfort and I think very soon the fear will change from the man who drives the horse to the man who owns the automobile and horse will dwell together in safety and a little child may drive a lither."

Characteristic of the correspondence appearing in the press at that time is the following letter from George W. McPhee, later Hon. Liberal member of the Dominion Parliament for a Saskatchewan constituency, which was in reply to his letter in the "Patriot" evening expressed a somewhat open question. His contention as there-in expressed, was that Government widen the roads to sufficient width for safety and comfort. Well, let us miles of road. The cost of widening roads would on an average be \$10.00 per mile. The cost of widening roads based on the assumption that an extra land would have to be purchased. Here there is a capital expenditure of \$35,000 to a capital expenditure of \$5,000. Add to this the extra cost of \$32,000 in maintaining the public highways. Here then would be a capital expenditure of \$35,000 and an extra annual expenditure of \$8,000. Add to this the interest of \$35,000 on the capital expenditure extra yearly expense of maintaining the public roads in the vicinity of \$10,000. For the benefit of whom would this extra annual expenditure be incurred? It sounds all right in theory to say, "Place a heavy penalty on the auto driver who will have to pay in practice. A party of say half a dozen people in

During my own lifetime no doctrine has shocked me more than the common American formula that he and that he who has made it, apologize. If we had no right to ability which resulted in wealth, or if we had admired only that wealth, which results from intelligence and the gold-worship, but as a nation we assumed that wealth and merit are identical—until the collapse of recent years taught us painfully how many weak, or selfish, or stupid men we had been honoring for their money.—John Erskine.

PUBLIC FORUM

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian necessarily endorses the opinions of correspondents.

"GOOD ROADS ROGERS"

Str.—A few weeks ago an editorial in "The Guardian" headed "Good Roads Rogers," recalled to my mind many incidents in connection with the introduction and use of the automobile in Prince Edward Island. It occurred to me that much of the history of this period is totally unknown to many of the younger generation who are driving cars, and that a short sketch of what occurred might be both amusing and interesting. As for "Good Roads Rogers" we can let that pass. We all know that the introduction of the automobile was responsible for where and positive more so in Prince Edward Island than elsewhere. What I am going to write is some slight errors may occur, but in the main this account is correct. I have heard something of a vehicle propelled by steam power having been used by the Priest in charge of the Rustico parsonage many years ago, but I have been unable to obtain any reliable information about this.

The first motor vehicle brought to the Island of which there is any authentic record was a steam car carried about by a woman passenger. It was owned by a syndicate of Charlottetown men among whom were the late George E. Auld and the late Donald Nicholson, and about 1900 was used to carry passengers around the city through the park, the fare for the round trip being ten cents. Several trips to the country were attempted but with little success. The first automobile was brought here in 1905, Mr. T. B. Grady and Frank Compton of Summerside imported a second hand Ford, and cylinder Cadillac. In 1906 the late George E. Auld and the late J. A. S. Compton imported a high Oldsmobile, and a three cylinder "Compound" and a two cylinder double over head "sell" made by Canada Cycle and Motor Company, this making a total of five automobiles in the Province. Five, however, was enough to start trouble in 1907. I changed my 1906 Russell for a 1907 model but I do not remember that any other cars were brought here.

There was quite a lot of talk about frightened horses, narrow roads, etc., in 1907 and no doubt many horses were nervous for the models were not by any means noiseless. Agitation against the motor car continued through the winter part of 1907 and with the approval of the holding of the 1908 session of the Legislature, the papers were flooded with letters, some signed but mostly anonymous and nearly all protesting against the use of the automobile. A few letters, however, were far sighted enough to see that the automobile had legislation pending their regulation of their use, and also suggested the widening of roads. As Mr. E. D. Sterns, in a letter to the Patriot, March 1908, was the first to point out the necessity of both roads and widening the roads, and his letter: "Let the Government widen the roads to sufficient width for the comfort and I think very soon the fear will change from the man who drives the horse to the man who owns the automobile and horse will dwell together in safety and a little child may drive a lither."

Characteristic of the correspondence appearing in the press at that time is the following letter from George W. McPhee, later Hon. Liberal member of the Dominion Parliament for a Saskatchewan constituency, which was in reply to his letter in the "Patriot" evening expressed a somewhat open question. His contention as there-in expressed, was that Government widen the roads to sufficient width for safety and comfort. Well, let us miles of road. The cost of widening roads would on an average be \$10.00 per mile. The cost of widening roads based on the assumption that an extra land would have to be purchased. Here there is a capital expenditure of \$35,000 to a capital expenditure of \$5,000. Add to this the extra cost of \$32,000 in maintaining the public highways. Here then would be a capital expenditure of \$35,000 and an extra annual expenditure of \$8,000. Add to this the interest of \$35,000 on the capital expenditure extra yearly expense of maintaining the public roads in the vicinity of \$10,000. For the benefit of whom would this extra annual expenditure be incurred? It sounds all right in theory to say, "Place a heavy penalty on the auto driver who will have to pay in practice. A party of say half a dozen people in

During my own lifetime no doctrine has shocked me more than the common American formula that he and that he who has made it, apologize. If we had no right to ability which resulted in wealth, or if we had admired only that wealth, which results from intelligence and the gold-worship, but as a nation we assumed that wealth and merit are identical—until the collapse of recent years taught us painfully how many weak, or selfish, or stupid men we had been honoring for their money.—John Erskine.

During my own lifetime no doctrine has shocked me more than the common American formula that he and that he who has made it, apologize. If we had no right to ability which resulted in wealth, or if we had admired only that wealth, which results from intelligence and the gold-worship, but as a nation we assumed that wealth and merit are identical—until the collapse of recent years taught us painfully how many weak, or selfish, or stupid men we had been honoring for their money.—John Erskine.

During my own lifetime no doctrine has shocked me more than the common American formula that he and that he who has made it, apologize. If we had no right to ability which resulted in wealth, or if we had admired only that wealth, which results from intelligence and the gold-worship, but as a nation we assumed that wealth and merit are identical—until the collapse of recent years taught us painfully how many weak, or selfish, or stupid men we had been honoring for their money.—John Erskine.

During my own lifetime no doctrine has shocked me more than the common American formula that he and that he who has made it, apologize. If we had no right to ability which resulted in wealth, or if we had admired only that wealth, which results from intelligence and the gold-worship, but as a nation we assumed that wealth and merit are identical—until the collapse of recent years taught us painfully how many weak, or selfish, or stupid men we had been honoring for their money.—John Erskine.

The Poet's Corner

THE SONG OF SHADOWS

Sweep thy faint strings, Marmion, With thy long lean hand Downward the stary tapers burn, Sink soft the waning sand; The old hound whimpers couched in sleep, The embers smolder low; Across the walls the shadows Come and go.

Softly sweep thy strings, Marmion; The minutes count to hours; Frost on the windless casement Weaves a labyrinth of flowers; Ghosts linger on the darkening air, Hearken at the open door; Music hath called them, dreaming, Home once more.

—Walter de la Mare.

An automobile running at a high rate of speed along some sequestered country road meets a carriage containing a sole occupant whose horse is not accustomed to this sort of thing. The horse becomes unmanageable and the mutilated remains of his driver, after being collected, show that he has fallen a victim of wholesale legalized homicide.

Whether the auto driver was going at a regulated speed at the time of the accident happened over which an inquest would be held, the verdict of the jury would in all probability be that given in the case of the man kicked by the mule of the deceased came to his death by the visitations of God. The whole business is almost too monstrous to contemplate otherwise a minority of five will rule a majority of 103,259.

Regarding Mr. McPhee's estimate of the widening 3,000 miles of road and the increase of yearly cost for upkeep it is sufficient to point out that for 1933 ordinary expenditure for upkeep was \$170,000 and in addition \$50,000 on a special account. On the other hand, however, automobile licenses amounted to \$89,255 net, gasoline tax \$164,313 net.

In addition to correspondence in the press a number of meetings were held throughout the Province to debate the question and at all of the meetings, excepting Charlottetown, Summerside, unani-mous resolutions were passed calling for the absolute prohibition of the automobile. Here are a few of the high lights in some of the letters:

"Total exclusion from the public highways." Signed Vernon River Bridge.

That Body of Hours

By James W. Barton, M.D.

SALT POOR DIET FOR HEAD COLDS OR BRONCHITIS

A few years ago if one were told that his frequent "colds in the head," or his chronic bronchitis were due to his diet it would not have been believed. To-day authorities throughout the world are agreed that certain diets are a big factor in causing cold in the head, sinusitis, inflammation of the little sinuses or caverns adjoining the nose—some throats with much spitting, and inflammation of the bronchial tubes.

One of the main points about the diet causing these ailments is that salt should be the use of too much salt. Now salt is a necessary part of our food as it has many uses in the body, not the least of which is that it enables the body tissues to hold more fluid. We all need fluid, for without it our tissues would die. However just as 10 per cent of fever and the other 90 per cent are not, so it would seem that a small proportion of the population is afflicted with these head colds and cold climates.

Some days are needed for it to make its effects felt, but an extra amount of liquid from the kidneys may be experienced in 24 hours. This provides more favorable conditions for the inflamed tissues. The salt-poor diet, to have this power of drawing water out of the system, must consist chiefly of starchy foods at first. Sugar, honey, fruit juices, and fresh and cooked meats or in their place, simple cereals, oat dishes or porridge (baked) may be used. Weak tea or peppermint tea is used as beverage.

In acute colds in the head the fruit diet has given excellent results. A definite sore throat (dry) the salt-poor diet is of no help.

Remember, when head colds are not due to diet, but in certain proportion of cases, diet is at fault, and cutting down on salt is good treatment.

Good food to offer. Prince Edward Island had all these and more and we were getting well advanced and were getting well advanced. This legislation came just at the time the automobile came as well as so developed as to be used as a safe and convenient method of transportation and the wealthy tourists leaving trains and steamboats and taking their automobiles. We deliberately shut them out totally from 1906 to 1913 and really until 1919 for although the 1908 Act was repealed in 1913, they were only allowed to operate on a small number of roads and on certain roads until 1919 and tourists would not come here under these conditions. Placing an estimate of half a million dollars yearly on the tourist traffic turned away to believe a most moderate estimate, least five millions of dollars. How many of those who were turned away that had already been in the Province and were getting well advanced and were getting well advanced.

The first act of the war took place on the evening of the day the legislature passed, and the morning I went to Mr. Nash of the "Patriot" and asked him for space on a front page of the "Patriot" for a small display ad. This was an unusual request and on explaining what I wanted he agreed and in the evening's "Patriot" alongside the list of Bills which the Government had assented to, this ad appeared: "This evening on the St. Peter's Road and on the streets of Charlottetown at 6:30 I will operate my automobile. Signed W. K. Rogers."

I was called upon personally interviewed by parties who begged me to desist and by some who threatened me, but that evening we went out, five of us, Bruce Stewart, Dr. Gordon Alley and myself. I have a photo of me taken at Johnson's. We ran out on the Peters Road and around Charlottetown on an hour and then put the automobile in my barn where it remained until the following spring when I had it towed to the Steam Navigation Wharf and shipped it to Sydney.

The Maritime Heritage

(The Bookman, in The Winnipeg Free Press)

Professor D. C. Harvey, well known in the West, but now repatriated, he says, as Archivist for Nova Scotia, contributes one of his concise and compact essays to the current issue of the Dalhousie Review. Since going home to the Maritime Provinces, he has followed in the wake of that lovely sea-word "adoption," Dr. MacMechan, who spent forty years in writing that Maritime history and last he intellectually aware of their heritage, the Sea The Sea, the "Living Sea." There is actually an element of the dynamic in the two Dr. MacMechan who first revealed to the Maritimers the open secret. And now Professor Harvey is digging diligently in the treasure-trove discovered by him so many years ago.

Sensible, intelligent Bluenoses will read "The Heritage of the Maritime" with keen appreciation. If they do read it, I wonder how many take in their own first-class humor in these nice touches of whole it is didactic in a pleasurable way. When advocating Confederation, the eloquent D'Arcy McGee said those Upper Canadians that Provinces would bring back to them their lost sense of the sea. And it was so. Indeed, that was the Maritime's first contribution to the Do-

damaging and ridiculous legislation. The decision of the Judges on the appeal was handed down at the June 1910 session of the Supreme Court. I was fortunate in the Grand Jury that year and our little institutions I did unmercifully condemn the old jail then on Jail Square. His Lordship, Chief Justice Sir W. W. Sullivan, was on the bench and he whispered to me, "Rogers, you cannot get clear that you see he had the decision of the Judges in his pocket."

During the period from 1906 to 1912 the question whether the automobile should or not run in Prince Edward Island was debated in the Press and at meetings and it was undoubtedly the issue in 1912 and 1916 elections. We had a difficult time winning in 1912 and Chief Justice Matheson came in as Premier and at the first session in 1913 the old Act was repealed and an Act permitting the operation of motor vehicles on three days of the week was passed. Mr. May, Wednesday and Thursday (Summerside and on such roads as were on the streets of Charlottetown and the list of Bills which the Government had assented to, this ad appeared: "This evening on the St. Peter's Road and on the streets of Charlottetown at 6:30 I will operate my automobile. Signed W. K. Rogers."

I was called upon personally interviewed by parties who begged me to desist and by some who threatened me, but that evening we went out, five of us, Bruce Stewart, Dr. Gordon Alley and myself. I have a photo of me taken at Johnson's. We ran out on the Peters Road and around Charlottetown on an hour and then put the automobile in my barn where it remained until the following spring when I had it towed to the Steam Navigation Wharf and shipped it to Sydney.

Of course I expected to be arrested or served with papers that were to be arrested or the next day, but nothing happened and finally we were obliged to get someone to lay a complaint. I then came up before the City Magistrate, laid John MacMechan's name and fined me \$500 or six months in jail. We then appealed it to the Supreme Court and Mr. A. A. McLean was good enough to give his legal services without remuneration for himself. We knew the law was perfectly sound but we were obliged to keep the question before the public. The automobile was becoming popular and necessary as a means of transportation everywhere and some one had to keep up the agitation against this

minion. The sea is in their blood. The coastline that almost surrounds them there can live beside the sea or within easy reach of it. When any of them settle in the Prairies west, above or below the Frong Boundary, they do not forget as Curtly Sark clubs bear witness who ever forgot their first sight of the ocean? Not I. When Dorothy Wordsworth first saw the salt sea she burst into tears. I must not omit to note a passage on the various races that people those provinces: Acadian, English, German, New England, Loyalist, Scottish, Irish. On grounds of biology they might have commingled and become one homogeneous race. But no, they married within the own groups; and unity down the line is political and geographical, not racial. "Though all have developed a strong local patriotism and are willing to co-operate with less good, each one group still keeps alive in national societies or conventions that meet periodically, the mode of conviction that it comprises the pick of God's chosen people. But this is a harmless diversion which like the Maritime clubs in central and western Canada, affords a casual interest that a good man etc. In sketching the social and political history since settlement began, caste is shown to have been both inevitable and tolerable. But we are to know that, while it lingers there as it lingers in all Canadian provinces, those Maritimers were earnestly progressive and "without reducing all to a low level of uniformity," the old aristocracy was augmented by men of talent. They are opposed to monopoly and privilege but respect social distinctions "founded on merit and justice." And that is as near political Arcadia as province or nation has yet reached. A long passage is given to education, and the essay concludes with some advice concerning the responsibility of that goodly heritage.

Of course I expected to be arrested or served with papers that were to be arrested or the next day, but nothing happened and finally we were obliged to get someone to lay a complaint. I then came up before the City Magistrate, laid John MacMechan's name and fined me \$500 or six months in jail. We then appealed it to the Supreme Court and Mr. A. A. McLean was good enough to give his legal services without remuneration for himself. We knew the law was perfectly sound but we were obliged to keep the question before the public. The automobile was becoming popular and necessary as a means of transportation everywhere and some one had to keep up the agitation against this



AN EXAMPLE TO KEEP The pioneer knew thrift as a stern necessity and by his homely virtue gave beginning to a nation. His example is one to be followed today. Regular deposits in a Savings Account are the sure road to financial independence and security.

THE ROYAL BANK OF CANADA

The Maritime Heritage (The Bookman, in The Winnipeg Free Press) Professor D. C. Harvey, well known in the West, but now repatriated, he says, as Archivist for Nova Scotia, contributes one of his concise and compact essays to the current issue of the Dalhousie Review. Since going home to the Maritime Provinces, he has followed in the wake of that lovely sea-word "adoption," Dr. MacMechan, who spent forty years in writing that Maritime history and last he intellectually aware of their heritage, the Sea The Sea, the "Living Sea." There is actually an element of the dynamic in the two Dr. MacMechan who first revealed to the Maritimers the open secret. And now Professor Harvey is digging diligently in the treasure-trove discovered by him so many years ago.

Backache is Sign of Kidney Trouble

Backache is Nature's warning that there is something wrong with your kidneys. Never neglect it. Backache, if not corrected, is often followed by more serious forms of kidney trouble, such as Rheumatism, Dropsy or even Bright's Disease. At the first sign of Backache, turn unhesitatingly to Dodd's Kidney Pills—which for over three generations has been the favorite kidney tonic and remedy.

FOUND One of the Best Preventatives Known For SMUT OR RUST ON GRAIN FORMALIN A cheap but thoroughly effective remedy. Grain growers would be wise to act promptly in order to have seed properly treated before sowing. One pint to every 40 gallons of water. Full directions given with every order. FOR SALE AT The 2 Macs DRUGSTORE 149 Great George Street Mail Orders Given Prompt Attention.