

THE CHARLOTTETOWN GUARDIAN

resident, W. Chester S. McLure; Vice-President, J. E. Burnett; Secretary, Lieut. Col. D. A. MacKinnon, D. S. O. Editor, D. E. Currie, New York Representative—Frank E. Northrup Chicago Representative—K. J. Fowler

FRIDAY, FEBRUARY 27, 1925

TIME TO CLEAN UP

Charlottetown streets are now in that pre-spring condition which every year calls up a wall of complaint from all respectable and self-respecting citizens. The filth accumulation of the winter is lying like a wet mat over the ice, preventing the latter from thawing, with the result that the drying up of the streets will be unduly delayed. Now is the time to use the roller sweeper, hot when the filth will have dried up to be blown into the houses and taken into the lungs of suffering citizens. At present we are, like a certain eastern city "a place of a thousand smells" and it can be cleaned up in a day or two, if taken in hand while conditions are favorable. We trust this matter will be taken up at once. Conditions now on the streets are on the verge of being disgraceful, and about the market they have gone the full limit. Let us have a clean up.

THOSE OCEAN FREIGHT RATES

Whatever the outcome shall be of the government's attempt to "smash the North Atlantic Combine," it is gratifying, if not cheering, to know that the government is going into the thing with its eyes open. The two principals in the case—outside of the government—W. T. R. Preston and Sir William Petersen, are old pals of the Liberal party and their biographies have been fully aired, more than once, in the House of Commons. Preston has been for some twenty years doing work for the Liberal party which no other man could do so well and for which he has been very generously rewarded. The other day Mr. Stansell, M. P. for East Elgin paid his respects both to Preston and Petersen, mentioning in passing, Preston's historic attempt "to credit the election in West Elgin by bogus ballot boxes and manipulation" and passing on to a brief biography of Petersen. He said: "In my judgment, the real reason for this new scheme is to distract attention from the real condition of affairs in this country, from the fact that we are not balancing our budget, that we are not paying our way, but are going deeper and deeper into debt. It is to take our minds from that disagreeable subject that we are asked to consider the control of ocean freight. Some years ago, about the time Sir Wilfrid Laurier assumed power, an arrangement was made with a company known as Petersen, Tate & Company, by which a subsidy was given to a fleet of ships that was to give a quicker service between this country and the Old Land, and reasonable rates for passengers and immigrants. It is well to remember that this Petersen of the Petersen, Tate Company, is the same Petersen that the arrangement is to be made with now, but then they were only being paid about half a million dollars; things were cheaper in those days. What was the result of that arrangement? In the first place I want this House and the country to remember that Petersen, Tate & Company failed entirely to live up to their contract, and although they had deposited a considerable sum of money with the Canadian Government by way of guarantee, after they had failed to live up to their contract a most generous Liberal Government gave them back their deposit. That was the result of the first attempt to control freight rates with the assistance of the Petersen, Tate Company."

That there should be crooked work where three such worthies put their heads together was to be expected. On the 17th instant the Liberal newspapers published a statement issued by the government to the effect that the government's policy of subsidizing the Petersen steamers was decided upon

before the Preston report was received; that the government was in possession of all the information secured by Preston long before the latter began his investigation. A report of Sir Henry Drayton made several years ago is mentioned as contributing to this information. And the public are told that the government is acting upon the report of a committee of the House of Commons appointed to investigate agricultural matters two years ago! No one knows how much Preston is going to get or has got for the information which the government had in its possession two years before, but by the government's own admission, whatever the amount may be it is wilfully wasted. And Preston did some travelling and spent some time in getting it. Nor does anyone know what Canadian shippers are going to get in return for the million odd dollars Petersen is going to get. And the government is "cutting expenditure to the bone!"

It is interesting to note that the export business from Halifax in January exceeded that of the corresponding month last year by 8,000 tons, due very largely to the inauguration of sailings by Canadian Government Merchant Marine vessels from Halifax for Australia and New Zealand. Without these services the trade would have gone almost entirely by way of New York and the Canadian National Railways would have obtained only a portion of it as the traffic consisted largely of automobiles.

Notes By The Way

Mr. Doucet, M. P. for Kent, N. B. raised an interesting question in the House of Commons on Monday last when he asked how many officials of the Canadian National Railways received salaries of \$10,000 or upwards yearly and the names of those receiving such salaries. His question brought the reply from Hon. George P. Graham, Minister of Railways that "the Canadian National Railways had decided that it is not in the public interest to answer this question."

There is something in this incident that the taxpayers of Canada may think it worth while to give their attention to. Who is it that pays these big salaries of \$10,000 and up to \$50,000 each? The taxpayers of Canada pay every dollar and every cent of the big total. These high salaried gentlemen, in the employ of the National Railway, as well as those employed in other departments of the public service, are after all the servants of the tax payers of the Dominion, who are their employers and pay masters. It seems therefore a strange and arbitrary ruling that those who pay are thus denied the right to know whom they are paying and how much they are paying.

The denial of the information asked for by Mr. Doucet is a new thing in the way of arbitrary rule that has come in under the King Government. Under all previous governments this sort of information, if not contained in the public accounts, was always supplied when asked for by a member of the Senate or the Commons from his place in Parliament. The right of the people to know who was receiving public money, and how much, and for what, was regarded as sacred and is today regarded in time of peace, throughout the British Empire. The sole exceptions were payments to those employed in the secret service of the country.

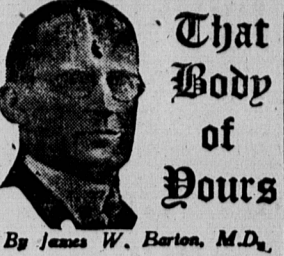
It is noteworthy that the refusal of information in this case applies only to the National Railway Service. The people are told the salaries of the governors, judges and other officials high and low, down to messengers and doorkeepers in all departments except this one and no reason is given that any person of common sense can accept for making an exception of the Government Railways.

It was a very modest and moderate question that was asked by the Member for Kent, a question that had no doubt been put to him by many of his constituents. It will be asked more frequently hereafter! How many Ten Thousand Dollar Jobs are there on the National Railways? Once it gets into the newspapers it will become of such widespread and general interest that Hon. Mr. Graham may come to wish that he had answered it on the spot, as he could easily have done. He has the definite and specific knowledge and he denied it to a Member of Parliament. And Parliament is asked to vote Sixty Million Dollars to make good a National Railway Deficit!

Sixty Million Dollars. That is more than four times the total revenue of the Dominion in its earlier years, only fifty odd years ago. It means at least \$33 per family for each of the 1,800,000 families in Canada. Mr. Graham makes the mistake of his life if he thinks the people of Canada have no interest in the number of Ten Thousand Dollar Men whose salaries go toward making up a railway deficit like that. Farmers, laborers, merchants, every taxpayer in fact, are interested in Mr. Doucet's question which the Minister of Railways refused to answer.

Mr. Doucet lives among the farmers of Kent County where farms are worth on an average, say at a guess \$5,000 each. Obviously it occurred to him that it takes the value of two farms every year to pay the salary of one \$10,000 official. Naturally the next thought would be, How many are there in the \$10,000 class? Peradventure there are 10, or 20, or 50. Ten righteous men might have saved Sodom. On the contrary, how many of these big salaries, each swallowing up two farms a year would it take to engulf this fair Dominion in financial ruin?

Mr. Doucet has started something, something that will not go down. At present Mr. Graham is sitting on the safety valve and if he don't get off there will be an explosion. The information which Mr. Doucet has asked for and which the Minister has refused must yet be given. The member for Kent was within his right in asking it, and the refusal to answer at once suggests that the powers that be are either ashamed or afraid to answer. They should be both afraid and ashamed.



By James W. Barton, M.D.

THE HEALTH OF THE NATION

When you read the reports of the school physicians and the school dentists, regarding the physical condition of the children in our schools, you are absolutely astounded.

The number of physical defects seems alarming, and you wonder why such conditions are allowed to exist.

The number of children with curvature of the spine, bad tonsils and teeth, adenoids, undeveloped chests and so forth, is very large indeed.

Now who is to blame for all this? Certainly not the school doctors, dentists and teachers, for bringing it to your attention.

What about the family physician? If your doctor happens to be a very close personal friend, it is possible that he will point out some of these conditions, if he has noticed them during some particular ailment of the child.

Otherwise these defects go undetected and the child grows up under handicaps that could be removed but rarely follow him all his life. The difficulty of course is really with the family physician.

If he felt that he could notify the parents each year at a certain date—the child's birthday for instance—that a thorough physical examination would be wise, I believe the majority of people would be willing to have this matter so well looked after. No one knows what the cost of the family doctor, and this the most efficient advice would be obtained.

Why isn't this done? Simply because the average physician will not enter into such an arrangement, as it might look like a solicitation of "business" from the family.

That's the result? The child is not thoroughly examined, and the health of our nation is just that much less efficient.

Everybody suffers because the physician as yet, cannot see his way clear to inaugurate such a system.

Fortunately our good friends the dentists now notify their patients at stated times, usually twice a year, and any little cavities are filled, or any small beginning of pyelitis is scraped and treated. This saves the patient a great deal of pain, preserves the natural teeth, and is actually a saving financially.

Daily Selections FOR Guardian Readers

February 27, 1925

SUPPLY IS SURE.—Trust in the Lord, and do good; so shall thou be fed.

Delight thyself also in the Lord; and he shall give thee the desires of thine heart. Psalm 37: 34.

PRAYER.—Lord, may our faith never falter, and we shall then be doers of the Word and not hearers only, and Thou wilt both purify our desires and satisfy them.

"NOT ONE FAILETH"

(Isaiah xl. 26) (Verses written after reading Isaiah xl. v. Family Worship.) Of all the stars their course that run.

Athwart their shining way, Not one there falls in all the host, God's bidding to obey!

So great in might Jehovah is, He calls each star by name! He lights the canopy of night With its undying flame.

Hast thou not known? Hast thou not heard? Since earth from chaos rose, The great Creator fainteth not, Nor ever weary groweth.

Beyond all search Jehovah God In all His thoughts and ways! His wisdom fills the Universe, It girdles earth with praise.

In fainting hearts this Mighty God Will bring when comes the hour That courage fails and faith is frail. A wondrous birth of power; For they who on Jehovah wait, With eagle's wings ascend; From strength renewed to strength again, They fall not to the end!

—W. A. Doherty

Your Birthday

FEBRUARY 27.—Notwithstanding your restlessness, you are methodical in your habits; but you are inclined to be inquisitive. You are fond of responsibility, and like to be a leader. You are devoted to your family, and receive a large measure of love in return. Curb a desire to be first in everything, and learn to appreciate the good in others. Your birth-stone is an amethyst, which means sincerity. Your flower is a primrose. Your lucky colors are light blue and yellow.

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.

TRAINING CREAMERY MANAGERS

Sir—In the report of the Secretary of the Dairy Association, as published, there is one point which should receive the attention and support of every able minded dairyman, and it is, namely: The training of the assistant in the creamery.

What training is the average assistant receiving in this Province? Is he being encouraged toward cleanliness? Is he receiving all the information he should from the manager of the creamery? I am afraid not; in most cases he is told to do this, and then do that. He does it only because he is told to do it. Does he know why he did it? Is his interest aroused? No. Then how can one expect him to some day become a manager.

One way to remedy this is by the operation of a Government creamery. If a young man thinks he would like this vocation, he then has the opportunity to come in to this Creamery and receive a short training, which if he decides to follow on in this line, he then has a help of the manager, and also can and will take interest in the creamery on the work.

Any one who shall take up this matter of educating the assistant, by some practical method, will be boosting the creameries of this Province and also will be the means whereby better brand of product will be manufactured and exported.

I am, Sir, etc. R. THEODORE ELLIS, Charlottetown, Feb. 26th, 1925.

PULP EXPORT

Sir—There have been so many grossly inaccurate statements made recently by various correspondents who are advocating an embargo on the exportation of Pulpwood from Canada which have so far gone unchallenged that for the sake of fair play I am going to ask that you publish the following memorandum, in the hope that it will catch the eye of many of your readers who may have seen the inaccuracies referred to, and possibly believed that they represented actual conditions.

In the first place let us take an article that appeared in a recent issue of the "Financial Post" referring to a company in North Sydney, known as the North Sydney Lumber and Pulpwood Company, in which it said that Company was exporting Fifty Thousand Cords of Wood for which it was getting \$3.00 per cord, and that it had just closed a contract for Five Thousand Cords at that figure, and that the wood would be shipped to New York State to be turned into paper. This item apparently caught the fancy of the pro-embargoist Press of the country, for it is being reprinted and commented on in practically every province of the Dominion. I am the purchaser of the Five Thousand Cords referred to and I happen to know something about it. It is not going to New York. The price is not \$3.00 it is \$11.50, and this Company will not export Fifty Thousand Cords of wood, in fact it is extremely unlikely that they will export more than Five Thousand Cords.

Take another case: A gentleman, by the name of V. Seely, some-where in Ontario writes, "We are exporting a million cords of pulpwood at \$10.00 a cord, which if manufactured in Canada would produce all the way from One Hundred and Fifty to Three Hundred Million Dollars. The reply is best expressed by the following which is quoted from a letter which appeared in the Toronto Mail and Empire of Feb. 5th. I think it was signed "Digester": "While there is much to be said pro and con on the important subject of embargoes, any misleading figures such as presented by your correspondent—in their relation to pulpwood export—can serve no good purpose. This must be my apology for trespassing on your valuable space. "Applying Mr. Seely's figure of 1,000,000 cords of pulpwood as being the annual export—though too low (actual figures being around 1,200,000 cords)—1,000,000 cords converted into either commercial pulp or newsprint in Canada would at current prices represent respective values as follows: In pulp, approximately \$28,000,000, or \$150,000,000 as given by Mr. Seely for "sheepskin stock," a term unfamiliar to the writer, as applied, in newsprint approximately \$60,000,000, or \$300,000,000, and in which latter Mr. Seely's figure actually exceeds the aggregate value of the entire production (1923) of pulp and paper by all Canadian mills consuming some 3,300,000 cords of wood with a converted value of about \$227,000,000."

In another recent issue the "Financial Post" in an article, that was afterwards widely quoted in the Press of this country, referred to the Liberty Mill of the Chicago Tribune at North Tonawanda as operating on Canadian wood. An illustration which accompanied the article purported to show a steamer discharging Canadian wood at that plant. The Quebec Telegraph took the trouble to investigate the actual fact in this particular case, and what was found to be the actual situation? I quote from a letter received by the Quebec Telegraph from the owners of the Plant in question: "The mill at Tonawanda has been making paper for one month but has received all its pulp either from the mill at Thorold or some other pulp mill. It has not consumed a stick of pulpwood from any other source."

The inaccuracies and exaggerations of some of those who advocate the measure cannot be allowed to go unanswired. Whether or not you consider this of sufficient

interest to publish is of course for you to decide. It may have served its purpose by merely calling it to your personal attention and, if so, we are satisfied, for we certainly do not seek to swamp your columns with a lot of relatively unimportant matter on this question. I am Sir, etc. RALPH G. BELL

For Good Roads

MONTREAL, February 26—The Canadian Good Roads Association is marshalling its forces to press its application for a renewal of the Federal grant of \$20,000,000 to assist the various provincial governments in carrying out their programmes of construction of main roads designed to be linked up interprovincially and finally nationally. The decision to make the application was approved by unanimous resolution of delegates from every province of the Dominion, including several premiers and numerous ministers, deputy ministers and highway executives, at the annual convention of the association held in June last at St. Andrew's-by-the-Sea, N. B., and was reaffirmed at the interprovincial conference of ministers and highway officials held at Toronto in November. A strong delegation is being assembled, headed by Hon. P. J. Veniot, premier of New Brunswick, and president of the association, and including representatives of each provincial government and many influential citizens, to go to Ottawa, at a date during the current session to be fixed by Hon. Mr. Veniot, to urge upon the Cabinet the advantages accruing from the proposal and the consideration which should ensure a favorable answer to their appeal. Premier Veniot has addressed to each member of the Senate and the House of Commons a personal letter in which he presents the arguments in favor of the grant, stressing the fact that the Dominion Government is one of the chief beneficiaries of the network of improved highways made possible by the grant. In 1919 of the \$20,000,000 grant, \$10,000,000 had been expended to be extended under the grant he renewed. After saying that good roads come under the definition of projects undertaken "in the general interest of Canada," and noting that the grant is one which should pay, Premier Veniot goes on to point out that to date the Dominion has collected as customs and excise duties on automobiles, accessories and spare parts a total revenue of approximately \$105,000,000, the greater part of which is due to improved roads. The Federal post-office department, moreover, makes use of 55 per cent. of all provincial roads for mail transportation, delivery or collection, which would be impossible or much more costly were it not for highway improvements. Good roads are one of the strongest inducements for attracting settlers to any district, and are imperative if the policies of colonization and immigration vitally necessary for Canada's welfare are to be carried out. Highway transportation, while relieving the C. N. R. and other Canadian railways of unprofitable

short hauls, are serving increasing millions of money within the Dominion as feeders of long-haul freight to the railways. Mr. Veniot's final argument is the general benefit to Canada from the tourist traffic, which has grown so amazingly in recent years and which brings not only benefits in the expenditure of

valuable advertising medium for Canada's beauties, its resources and its investment opportunities. The date of the delegation's visit to Ottawa will be announced as soon as it is definitely set.

selection and service at the best shops

Waterman's The Ultimate in Pens

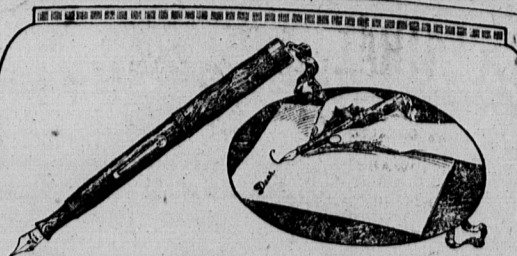
Waterman's Ideal Fountain Pen

Does your pen Qualify? Yes, it's a Waterman's

Any fountain pen's usefulness depends upon three things—the nib, the ink supply and the flow. The nib must conform—the ink supply must be generous—the flow must be steady and continuous. There is a Waterman's nib to suit every possible style of handwriting. The ink supply in every Waterman's is greater than that of any other pen of similar size. The "spoon" feed—exclusive to Waterman's—is the one method by which a steady flow of ink is assured. It is because of these features—because of its ability to write properly at all times—that there are more Waterman's in use than all other makes of fountain pens combined.

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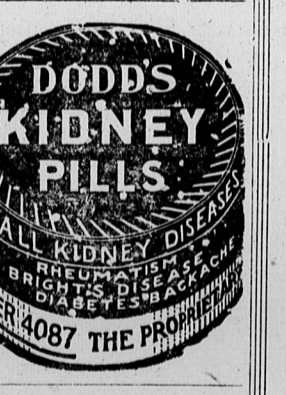
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A PIANO WELL WORTH BEING PROUD OF

The following letter received by Miller Bros., Charlottetown, from Lieutenant Governor F. R. Hertz, who purchased the instrument used by Mark Hamburg at his recent recital here should be of interest to all who contemplate placing a piano in their home



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