

THE CHARLOTTETOWN GUARDIAN

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SATURDAY, JUNE 14, 1924

ADVANCE IN WHEAT

The Guardian's despatches yesterday announced a "sensational" rise of four cents in one day in the price of wheat at Winnipeg. In addition to the advance in price, orders were still coming in and many of these are still unfilled. So runs the despatch.

At first sight this advance in the price of wheat looks good. On examination, however, it is only another phase of the Americanizing process that has been going on in Canada for some time.

It will be remembered that, at the request of American wheat growers some months ago, the Washington government raised the duty on Canadian wheat from 35 cents to 42 cents per bushel. This looked like closing the American market to Canadian wheat, looked like protecting the American farmer from his Canadian competitor.

But the American millers needed Canadian No. 1 hard wheat to mix with the softer American wheat to produce the grade of flour acceptable in the British market. In order to accomplish this the Washington government allowed a rebate of 99 percent of the regular tariff on Canadian wheat imported for the milling export business.

The American miller not only gets his Canadian hard wheat practically free of duty but by means of it is able to put up a brand of flour which can compete successfully with Canadian flour in the British and other foreign markets.

Not only this but the American stock raiser is supplied with the by-product of the milling, the American employee receives a good wage. The Canadian, on the other hand, ships his raw product to the United States, he gives no employment to his countrymen, his wheat yields no by-product for feeding purposes and he and his neighbor must import their bran, shorts and other feeds from the United States.

To help on this Americanizing the King government admits American cattle feed free of duty and, worst of all the Canadian miller who ships his flour to Great Britain, meets the competition there of Canadian wheat milled in the United States.

And there is even worse than this. There have been complaints recently from English buyers as to the quality of what is presumably Canadian No. 1 wheat. Investigation has shown that wheat which left Canada for shipment abroad through United States ports as No. 1 Northern has in some mysterious manner become of a much lower grade by the time it reached Liverpool. In other words Canadian wheat of the highest grade gets mixed up with an inferior grade of United States wheat while being "milled for export" in the United States. In this manner Canadian wheat has lost its reputation in the British Market, while United States flour, made largely of Canadian No. 1 Northern holds first place there. Either the United States bonding system must be tightened up or Canadian wheat and wheat products must find their way to the British markets by some other route than through the United States.

CARNIVAL WEEK

Arrangements have been completed for Carnival Week, June 14 to 19 and if the plans of the various committees in charge materialize, as they undoubtedly will, the six days of solid enjoyment mapped out will be the biggest thing in the history of the city and province.

Every taste in the way of legitimate pleasure has been provided for in the programme for every day and evening so that there shall be no dull hour during the whole Carnival. No city in Canada has better facilities than Charlottetown for aquatic sports and ample provision has been made for these. An additional attraction in this respect is the fact that H. M. S. Patriot will be in port during the whole week and everyone knows how the blue jackets delight in and what resources they possess for aquatic sports. So far as the programme is concerned, it is complete and all that remains is for the city and country to cooperate in making it a week of enjoyment which shall not be forgotten. Everyone, whether in city or country, whether busy or loafing on the job, is entitled to a few days of pleasure at the beginning of the season and this Carnival Week is planned to supply this need. Arrangements have been made for special rates by the S. S. Hochelaga running daily between Charlottetown and Pictou, also by the C. N. R., and the Car ferry steamer so that visitors from our sister provinces shall have an opportunity of enjoying a pleasant summer excursion and enjoying a day or several days in a new environment and in the midst of carefully planned amusements.

It will undoubtedly be a week of enjoyment and also a week filled with duty and responsibility for our citizens. They are to be the hosts and must see to it that their guests, whether from different parts of our own province or from the neighboring provinces, near or distant, shall have the best time of their lives and a time the memory of which shall bring them back to similar events in future years.

Many of our sons and daughters are scattered over Canada and the United States. We understand that not a few of these are planning to time their visit home in order to take in Carnival Week. The visit at that time will enable them to meet many former friends whom they could not meet at any other season thus adding an extra pleasure to the visit home.

From now on till the last day of the Carnival the duty of all citizens will be to boost the affair and to do all possible to make it a success. Let it be a success from now on for "nothing succeeds like success."

The Vancouver sun tells of Maritime efforts "for the purpose of inducing their people to stay at and to bring back those who have moved to the West or migrated to the States" and describes it as "a last desperate effort to maintain the vital spark of population in a wonderful country that has been crushed between the Scylla of false politics and the Charybdis of violated economic laws" and goes on to speak of the handwriting of extinction that is inexorably written on the walls of the Maritimes. That and much more in the same article is partly in the line of pity and partly hyperbole neither of which is wanted in the East. A tribute is also paid to "the courage and fighting qualities of a splendid community." What the Maritimes want is simple justice and fair play.

Fair play in freight rates so far denied us, is wanted. Let the same effort be made to turn the stream of Western traffic through the ports of St. John and Halifax as has been made at great cost to carry prairie wheat to Vancouver. Stop building up Portland Boston and Providence at the expense of Maritime ports. Compensate the Maritimes for their share in the public domain that has been grabbed by the big provinces to make them bigger. These are bigger things than the loss of

Whether effective action will now be taken by Parliament to save the mainland Maritimes from further loss of representation we do not know, but even if that were now to be done it would be regarded as a very inadequate remedy for the loss and injury the Maritimes have suffered. If the full representation with which they entered the union were now restored and guaranteed to them for all future time it would fail to satisfy them, and that for obvious reasons. The loss of representation that they and they only have suffered is but a minor one among other losses and grievances that are far greater and which restored representation could not make good.

The Maritimes entered the union as a minority, but confident and trusting in the fair play and justice of the majority. Financially and politically they made a ruinous bargain in so far as the written terms of the partnership set forth. They had not long to wait in order to learn how selfish and grasping and how regardless of fair play a majority can be. The building of the Intercolonial Railway was written in the bond. It took nine years to build the few hundred miles from Moncton to Riverview Loup. Daily steam communication winter and summer to and from the Mainland was guaranteed to Prince Edward Island in 1873 and with held till 1918, forty-five years later. In the meantime three trans-continental railways, to all of which the Maritimes contributed scot and lot, were built at public cost.

The Hudson Bay Territory was bought, surveyed, a war fought to conquer it and hold it millions upon millions spent on immigration to people it, for all of which the Maritimes were levied upon proportionally but got nothing in return. Ontario and Quebec were the profiteers as the nonpoliticians of western trade for the past fifty years. The profits of the deal were sifted through a ladder and what fell through was seized by the big provinces while the Maritimes had to content themselves with the coals that stuck to the rounds. Then by the might that makes right Ontario and Quebec took to themselves from the public domain that was as much ours as their area as large as that of Britain, France and Germany combined and fenced it in with their own lands. What did the Maritimes get out of that? Not a cent; not even thanks.

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Notes By The Way

The Maritime Problem of lost and imperilled representation has attracted increasing attention in Parliament and the press during the past few months. Slow growth and a continued exodus are the symptoms of the trouble. The expectations raised when the provinces by the sea entered into union with Canada have been sadly disappointed. As to that all parties are agreed. Nova Scotia having already lost three of her original number of representatives in the House of Commons and five from her later maximum now stands to lose two of the sixteen which she had so far retained. New Brunswick has had serious losses in the past and although not now in immediate danger of further loss sees peril in the future and stands by the Nova Scotia in demanding further safeguards.

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By James W. Barton, M.D.

JUST THE ONE BODY

A speaker addressing a group of young men said: "You've only got one life fellows, just the one. What are you going to do with it?"

Naturally I thought he might easily have said: "You've only got one body, what are you going to do with it?"

Your answer will be "Well I didn't select this body of mine. I was born with it, and I'll have to make the best of it."

That of course is my point, "to make the best of it."

It is like a car. Some get a real high powered machine, and others get one that is low priced but serviceable.

Both cars give good service, but either one car get you into an awful lot of trouble if you are careless with it.

And so my thought is that you just take stock of your body. You can't get a new one, nor can you, as yet, replace worn out parts.

It has to do you for your lifetime. And the wonderful thing is that despite its size despite trouble with heart, with stomach, with kidneys and other parts, it will keep on going for you the best it can.

If you were presented with a good body by your parents, have taken good care of it, you are getting a satisfaction out of it, and out of life that makes life really worth living.

If you inherited a good body and have committed excesses in eating, drinking, or in other things, then later, if not now, you'll pay the price, because Nature pays all her debts.

If however you got off to a poor start physically, either with a tendency to excessive leanness or excessive fat, or perhaps with a poor digestion or other defect, don't get discouraged about it.

Just take what you've got, and make the best possible investment of time and thought upon it.

Let your family physician overhaul you. Tell him all about your habits, how you eat, what you eat, what sleep you get, what exercise you take, what symptoms of pain you sometimes have; everything in fact.

Then have the good sense to follow his advice.

It isn't always the strong fellows that live the longest. They take too many chances with their strength because they think they are made of iron. Something snaps and it is all over.

The fellow who knows his own body knows his strong parts, and more particularly his weak parts, has it over the strong or the weak fellow who does not know his own body.

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Happenings of the Week

JOY-RIDING

BEFORE we take an auto ride, Pa says to Ma: "My dear, now just remember I don't need suggestions from the rear."

If you will just sit still back there and hold it check your fright, I'll take you where you want to go and get you back all right.

Remember that my hearing's good and also I'm not blind, and I can drive this car without suggestions from behind."

Ma promises that she'll keep still, then off we gaily start. But soon she notices ahead a peddler and his cart.

"You'd better toot your horn, says she, 'to let him know we're near."

He might turn out," and Pa replies, "Just shriek at him, my dear."

And then he adds: "Some day, some guy will make a lot of dough by putting horns on tonneau seats for women folks to blow."

A little farther on Ma cries: "He's signalled for a turn."

And Pa says: "Did he?" in a tone that's hot enough to burn.

"Oh, there's a boy on roller skates," cries Ma, "now go slow, I'm sure he doesn't see our car."

And Pa says: "I dunno, I think I don't need glasses yet, but really it may be."

That I am blind and cannot see what's right in front of me."

If Pa should speed the car a bit some rigs to hurry past, Ma whispers: "Do be careful now, you're driving much too fast."

And all the time she's pointing out the dangers of the street, and keeps him posted on the roads where trolley cars he'll meet.

Last night who we got safely home, Pa sighed and said: "My dear, I'm sure we all enjoyed the drive you gave us from the rear!"

A touch of veritable Romance was lent to the second Court of the season held at Buckingham Palace, when the Queen wore on her corsage the famous Koh-noor diamond. This marvellous gem, which is valued at \$600,000, is mounted as a single stone. It is the sixth largest diamond in the world, and became one of the Crown Jewels in 1850, during the reign of Queen Victoria, when it was presented to her by Lord Dalhousie the then Viceroy of India.

Numbers of legends have centred round the Koh-noor, the name of which means "Mountain of Light." The Duke of Wellington gave the first turn to the cutting of it. The Queen wore a coronet of pearls and diamonds, diamond earrings, and the Order of the Garter. Her dress was of Wedgwood blue and silver brocade, with a train of shot silk tulle. This was bordered with priceless antique point de Flandres lace, and embroidered with fleurs-de-lis in diamante. The King was in the uniform of colonel-in-chief of the Scots Guards. Lady Patricia Ramsay wore a dress of scintillating gold and silver brocade. Her train was decorated with gold gimpure lace.

Lady Byng will sail for Canada on the Monclair July 4th.

The engagement was announced this week of Miss Evelyn Crosskill to Mr. John A. Mallett, the marriage to take place June 25th.

The death is announced of Princess Louise Murat, who passed away at Nice on May 6th in her seventy-fourth year. The Princess, who was of Russian birth, was first married to Prince Alexander Orbelliani, who died in 1868. Prince Louis Murat, her second husband, who was a descendant of the King of Naples, died in 1921. The deceased Princess was the mother of the late Prince Eugene Murat and of Prince Michael Murat who married Miss MacDonald Stallo, a member of a well-known American family, who is pleasantly remembered here when she visited at Dalvay-on-the-Sea.

As an appreciation of her good work and kindly influence in all circles, Mrs. (Dr.) Ross was last week presented with a Life membership in the W. M. S. of St. James Church. The removal next week of Dr. and Mrs. Ross and family is leaving a blank in the professional and social life of the city which is widely regretted and hosts of good wishes are being showered on them for success and good health in their new home. Mr. and Mrs. J. W. McLeod, of New Glasgow are now visiting Dr. and Mrs. Ross and will remain here a few weeks longer so that Mr. McLeod may see some of the beauty spots of the Garden Province.

Mrs. D. A. McLeod who has been spending the winter with her daughter Mrs. H. D. Johnson has gone to her home in Eldon for the summer.

Miss Mary Doull, of New York has been visiting with Mr. and Mrs. J. Wesley Doull, in Saskville on her way to her summer home in Cape Traverse where she will be welcomed by a host of friends.

As the result of the ballot for the election of Councillors of the I. O. D. E. for the various Provinces at Toronto last week, Mrs. J. E. B. McCready was chosen for this Province, and is a most popular appointment.

Miss Adele Gordon one of next month's bride-to-be is being cordially welcomed home by her numerous friends among whom she is being pleasantly entertained.

At the Golf Links this afternoon men's singles, handicap 18 holes, medal play and the ladies singles, handicap, 15 holes medal play will be called. The tea hostess will be Mrs. W. H. Aiken, Mrs. A. W. Weeks, Mrs. E. Champion and Miss Grant.

Captain Taylor is leaving this morning on a visit to Montreal and New York.

Mrs. J. A. S. Bayer, has gone up to Montreal for a few weeks.

The pupils of the Charlottetown School of Music gave two most enjoyable recitals on Thursday which were much enjoyed by many relatives and friends. This event brought out several new additions to the musical circles of the city.

Mrs. Reginald Jones, who is visiting her home in Ottawa cut the loes at a shower and tea on Saturday given for her friend Miss Eileen Bruce whose marriage takes place shortly.

Miss Nan Brown's friends are delighted to have her home again from New York where she was continuing her course in Home Decoration.

Miss Margaret Full is another popular young lady who is welcome home from a successful year's studies in Boston.

Mr. Edmund Burke, famous Canadian singer of the Metropolitan Opera Co. in New York called from Quebec on Thursday. He will give two recitals in London and then go on to Germany where there is a great musical revival at the present time.

A delightful new idea was hit upon by Mrs. Marshall, one of London's popular American hostesses at a dinner party given by her recently. Her after dinner entertainment took the form of conjuring. Princess Mary and Lord Lascelles, who were at the donor party, were greatly delighted with the clever performance, and the conjurer who flew over from Paris for this engagement kept his grown up children amused until late in the evening.

Miss Haxford of St. John is visiting in the city a guest at the Cundall Home.

Mr. and Mrs. Fred Morris, are expected home very shortly to spend the summer.

Rev. J. A. Greenlee, M. A. formerly of Georgetown, and now of the Presbyterian College, Montreal is sailing on the S. S. Regina, on the 21st inst. on the College Excursion to visit the exhibition at Wembley, London; also touring to Belgium and France to visit the war graves, then proceeding on an extended visit to Scotland. Mr. Greenlee is to be accompanied by his brother-in-law Mr. R. T. DesBrisay.

Miss Marion (Rob.) Gates, whose marriage takes place this morning to Mr. W. C. Davies was the guest of honor at several social gatherings this week. Among those entertaining at Bridge were Miss Helen Large, Mrs. Pope Clark, The Misses Ross and Miss Marion Wheeler.

This is going to be a great season for outwork embroideries. Ten out of twelve summer frocks recently displayed by a New York store were of the strictest description, and so much perforated that they could not be worn without a proper underslip. Organdis, Swiss muslin, crepe de Chine and linen and Mrs. Ross and will remain here a few weeks longer so that Mr. McLeod may see some of the beauty spots of the Garden Province.

Small straw toques are buried under a medley of sealing wax blossoms, and short, stiffened quills placed in rather eccentric positions. Minute pearl buttons—in this another "coaster" style—are crowded upon hats as trimming.

Daily Selections FOR Guardian Readers

DANDELION

By May Howe Dakin

Dandelion! Dandelion! You are like the sun! Beaming—gleaming—Golden light—

Here to radiant orange bright— Flinging far your high delight. Till your day is done.

Dandelion! Dandelion! Now are the moon! Raying—spraying—Silver bright—

Slightly gleaming pearly white— Magic mystery of night— Elves to you must croon.