

THE CHARLOTTETOWN GUARDIAN

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FRIDAY, MAY 15, 1925

PARKING CARS

With the number of cars now in use in city and country the matter of parking them has become a live question and it is gratifying to note that the City Council took it up at its last meeting. It must not be assumed, however, that the nuisance of indiscriminate and prolonged parking is confined exclusively to that portion of the city which petitioned the Council for redress. The nuisance, perhaps to a lesser degree, prevails all over the city. Cars are parked in front of private residences, the owner's or that of a neighbor across the street, and left for hours at a time. Of course the neighbor across the street, may pose as the owner of a car, which may or may not be a distinction; but the other hand it may mean the loss of a drive to the occupant at whose door the car is parked as the friend who is about to kindly offer a drive, seeing a car already there, takes it for granted that the kindness has been otherwise attended to.

In all well governed cities there is a time limit to parking in front of private residences and strict prohibition against parking at gangways or in anyway obstructing traffic. There should be one general law for the whole city with necessary reservations for hotels or such other buildings as may require more time. Possibly some other space might be secured near the business section to supplement the Market Square as a public parking place. Every possible safeguard should be provided for country cars. City owners have their own garages.

OUR LUMBER CROP

The extent of the lumber crop of Canada may be partly imagined from the fact that the International Paper Company has recently acquired a forest area in the province of Quebec, along the Gatineau River, equal in size to the states of Massachusetts, Connecticut and Rhode Island combined. And this is only a speck in the great Canadian forest.

This company's plant is at Three Rivers, in the centre of its great lumber holdings. The Company is extending its plant from its present capacity of 100,000 tons of newsprint per year to 150,000 tons and an ultimate capacity of 300,000 tons within the next few years.

The United States paper industry must look to Canada for its raw material. Indeed for several years the production of newsprint in the United States did not even approximately meet the consumption demand. A recent official statement shows that between 1911 and 1924 production fell short of consumption by an average of one million tons a year. During that time Canada provided the largest proportion of the raw lumber. Had we had an export duty on our lumber the paper industry in Canada would have had a much greater and more rapid development than it has had. For the United States paper industry would have been compelled to build its plants in Canada, the source of its supply of raw material.

Canada's exports of newsprint in 1924, according to latest available figures, totalled 24,387,690 cwt. worth \$90,990,711, as against 22,759,245 cwt. worth \$85,611,258 in the previous year, an increase for the twelve months of 7 per cent in volume and 19 per cent in value. Compared with the year 1922 the respective increases are 27 per cent and 39 per cent. The bulk of exports went to the United States, the Republic taking 23,852,986 cwt. worth \$88,994,332 as compared with 22,307,107 cwt. worth \$83,827,081 in the previous year. A total of 115,885 cwt. worth \$323,281, went to the United Kingdom, a substantial

increase over the shipments of the previous year, which amounted to only 1,186 cwt. worth \$6,029.

EDITORIAL NOTES

The abolition of the stamp duty on cheques under five dollars will relieve those who hate to carry loose change about with them, otherwise it will increase the work of the banks.

Evidently France is not going to fare any better at the hands of the Riffs than Spain did. Another war on her hands will not alleviate France's financial situation.

W. T. R. Preston's report is, on his own admission, worse than was surmised. Not only was the information on which it was based second hand but he declines even to let us into the secret of who the alleged purveyors are. A nice state of affairs for a Government to tolerate.

The British Government has evidently had its fill "of commissions and so Premier Baldwin wisely declines to take the initiative of calling another disarmament commission. What the Empire wants most of all is the opportunity of settling down and developing its own business.

The death of Sir H. Rider Haggard recalls the fact that he visited Charlottetown in 1914 with the Imperial Royal Commission and held a sitting investigating especially the Silver Fox Industry. The star witness on that occasion was W. E. Cameron, Secretary of the Dennis Fox Co., who submitted a most interesting and detailed account of the industry on which Sir H. Rider Haggard congratulated him.

The death of Lord Milner was not unexpected. His passing hence removes another of that galaxy of intellectual giants who dominated politics in the eighties, including Lord Morley, Lord Salisbury, Lord Balfour and Gladstone. Milner was one of John Morley's discoveries and followed him for a time as editor of the Pall Mall Gazette. He was Chamberlain's choice to handle the difficult situation in South Africa after the war and made good, though Lloyd George proved his bitterest and most unrelenting critic.

The King government has saved Canada \$17,000,000 for the current year, we are informed with that grave modesty which characterizes the Liberal press. And with equal gravity and modesty they tell us how it was done. It is simple, indeed anyone could save \$17,000,000 in the same way if they just knew how. In order that everyone would be satisfied that they really did it, they explain that it was done by a judicious use of "the fine tooth comb." This is the way they did it. In preparing the main estimates for the current year for the Canadian National Railway, they estimated \$60,000,000 as the probable amount necessary to cover the usual annual deficit. Later on fearing that the \$60,000,000 would not be enough they put an additional \$7,500,000 in the Supplementary Estimates. Then as the session progressed and as there might be an election and as they might never meet again on earth, they began to save and they saved Canada \$17,000,000. How? They decided not to use the \$7,500,000 in the Supplementary Estimates and to cut off \$10,000,000 from the \$60,000,000 in the Main Estimates! Total \$17,500,000 saved to Canada, strictly in words and by playing "the fine tooth comb." If any of our readers wish to save money millions or odd dollars, we would respectfully caution them not to forget the "fine tooth comb."

It will be seen at a glance from the above figures that tourist traffic is a great and valuable asset to Canada which within a very few years has doubled in value and bids fair to expand even more rapidly in the future. So far it has been mainly a natural growth, without being greatly sought or provided for in advance by advertising or other organized methods. Our own people until recent years have never fully realized the vast possibilities of tourist traffic as a means of bringing ready money into the country.

It is our good fortune to be near neighbors to a nation of 110 millions of people who are wealthy and prosperous, who take delight in travel and sight-seeing and spend their wealth freely. They are attracted by our fine and varied natural scenery and especially by our cool and healthful breezes during the heated summer months when the weather is too warm for comfort in their own country. This advantage must always remain with us. The population of the big Republic grows at the rate of a million and a half yearly. The motor car places within the reach of

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.

SCHOOL CHILDREN IN LOBSTER FACTORIES

Sir.—The lobster fishing season is now in full swing and with it the old abuses as they existed in England centuries ago, but which are now supposed to be extinct in civilized countries. The most brutal and uncivilized of these is the taking of the children from school and making them, or allowing them to work in their infernal "sweat shops," the lobster factories. Why are these infringements of the laws allowed and encouraged? Is it secretly but known to all, even to the officials who are supposed to enforce these laws? Before the fishing season opened notices were posted everywhere warning fishermen to obey the laws regarding lobster fishing. What difference about the lobster when the health, happiness, and future of our children are at stake, as they are and will be until this damnable practice is put to an end. Who is to blame? Is it the factory owners who, rather than hire men, of whom there is an abundance, would rather take the little children out of school? Or is it the parents who, in their mad rush for "filthy lucre," forget their duty to their children and to their state, disregard the laws of God and man, and help the children to be slaves and ignoramuses all their lives? It is a sad sight to go into a school with a lot of fifty and see only five children in the senior department. Who is to answer for these injustices? Somebody persuaded themselves that they must put their children to work, the factory owner is glad to hire them, and still the "powers that be" do nothing to prevent it. The case is a pitiful one and will remain so until stringent laws are passed forbidding factory owners and parents to allow children of school age to be employed in these health and character breaking "sweat shops." I am, Sir, etc.

DARNLEY

Notes By The Way

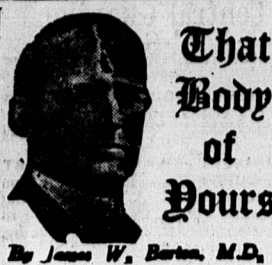
Tourist visitors coming from the United States to Canada by motor car are estimated at four per cent on an average. The number of tourist cars that came across the border into the Dominion in 1919 was 237,953; in 1920 it was 533,895; in 1921, 621,835; increased to 996,318 in 1922; to 1,936,000 and slightly declined to 1,899,710 in 1924. It is expected that this year a round 2,000,000 cars will enter Canada from the States, a hope that seems quite warranted by the rapid increase during the past few years.

The bulk of the car entries is made at Ontario points—something over half the grand total. Thousands of cars are brought across for the day only, while others with their passengers remain in Canada for a week or a month and a few as long as six months. Reckoning at four persons per car it will be found that the visitors who come by motor cars in a single year now number but little short of as many as the total population of Canada.

Most of the car tourists for the Maritimes come through New Brunswick, some 250,000. Quebec figure was only 155,500, against over 1,250,000 in Ontario, nearly 25,000 in the Prairie Provinces and nearly 100,000 in British Columbia. It is reckoned that last year the tourist car visitors spent in the nine Provinces \$143,512,520, of which about \$7,000,000 was left in the Maritimes. That is a good deal of money to be expended in Canada by our American cousins. But it is by no means all that tourist traffic brings in. Other thousands of visitors come by the steam railways, and by passenger steamers on the waters of the Atlantic, the Pacific and across the Great Lakes.

It will be seen at a glance from the above figures that tourist traffic is a great and valuable asset to Canada which within a very few years has doubled in value and bids fair to expand even more rapidly in the future. So far it has been mainly a natural growth, without being greatly sought or provided for in advance by advertising or other organized methods. Our own people until recent years have never fully realized the vast possibilities of tourist traffic as a means of bringing ready money into the country.

It is our good fortune to be near neighbors to a nation of 110 millions of people who are wealthy and prosperous, who take delight in travel and sight-seeing and spend their wealth freely. They are attracted by our fine and varied natural scenery and especially by our cool and healthful breezes during the heated summer months when the weather is too warm for comfort in their own country. This advantage must always remain with us. The population of the big Republic grows at the rate of a million and a half yearly. The motor car places within the reach of



By James W. Barton, M.D.

PAIN AT THE BACK OF NECK

The most frequent pain you get in the neck is right at the very back. It causes stiffness, and considerable soreness, on movement in any direction. One of the frequent causes is sitting in a warm room where a cold draught strikes the back. The neck is the only exposed part, and the neck muscles therefore suffer. Another frequent cause is from riding in a closed automobile where the air is allowed to come in through the windshield. The air strikes the roof and back of the car, and in returning strikes the neck again. Also in sitting in a motor car, in the theatre, church or concert hall where you have to hold the chin slightly upwards, this pain will ensue, due to holding this position for too long at a time. I mentioned this once before, and had you recall how the muscle at the top of the shoulder would get the same kind of an ache or pain in it if you held the arm outstretched. You see this steady action of the muscles uses up the food part of the muscle, and so much waste is made that it cannot be removed by the circulation. This deposit of waste or ashes, actually pains the little nerves in the neck. Perhaps you have wakened up with this pain in the neck, and it remains with you for some days. The same thing has happened here. You have been lying in the one position with your shoulders perhaps on the pillow, and then your head would have to be bent over to reach the pillow, whereas with the shoulders off the pillow your neck would be straight or slightly stretched instead of bent. What to do? The old fashioned application are best. Apply some hot cloths to the neck, then bend it forward and backward a few times, and then use the hot applications again. Do this three or four times a day.

Daily Selections

FOR Guardian Readers

OUR MOTHERS

(Written for Mother's Day)

Oh miracle of wondrous love That gave us life and breath; To bring us each into the world You risked the pangs of death.

You watched our steps along the path, Of childhood's erring way, And guarded us from every sin, That would our lives betray.

You held us close when we were ill, As anxious moments sped, You prayed to God to spare us then, And take yourself instead.

You gave your boys in freedom's cause, In war's terrific hell, And suffered anguish more than they Who in the conflict fell.

The human family owes to thee All that we hold most dear, Without thy glorious motherhood, Our race would disappear.

The greatest love mankind has known; The best for human good; The nearest love to love Divine Is found in motherhood.

H. J. Pettypiece Forest, Ont., May, 1925.

THE WAY TO FREEDOM

—We shall make you free, John 8:32. PRAYER:—O Lord, reveal thyself to us, for thou art the Truth, and we will rejoice in thy liberty. SATURDAY, MAY 16 WGY (Schenectady, N.Y.) General Electric Company 790 Kilocycles (379.5 Metres) Eastern Standard Time

11:30 a.m.—Stock market report 11:40 a.m.—Produce market report 11:55 a.m.—Time signals. 8:30 p.m.—Dance music by Ben Bernie's Orchestra from Hotel Van Curler, Schenectady, N. Y.

many of these millions by a journey of a day or two over good roads. The refreshing coolness of our Canadian summer climate. No more powerful stimulant could be found to promote this yearly migration northward. It is also self-acting to that end and a constant force that will continue to work like the law of gravitation. Railway construction, and expenditure goes on under the King Government despite the loud professions of economy, the thousands of miles of needless mileage now existing, and being operated at a loss. Sir Henry Thornton told the Railway and shipping Committee of the Commons on Thursday last that \$18,940,625 are to be expended this year "upon construction, betterment and new equipment" of the National Railways. That is over two dollars per head for every man, woman and child in the Dominion. Of course those 17 officials who are each receiving \$15,000 and upwards are becoming the settled policy of

Every Worker A Capitalist

Condensed from The World's Work (Jan. '25.) David F. Houston, Ex-Secretary of the Treasury.

The history of industry in the United States, in the large, begins with the close of the Civil War. With the extension of railways, the growth of the factory system, and production on a larger scale, industrial combinations were rapidly developed. Industry became more and more corporate and less individual. Abuses became notorious and intolerable. Hysteria set up. By the end of 1894, 22 states had enacted anti-trust legislation.

But the number of corporate organizations continued to increase rapidly. Today, it is probably safe to say that 90 per cent. of the business of manufacturing, mining, and of railroads, public utilities, and banks, is carried on by corporations.

And yet, these combinations today, in spite of the cries of the demagogues, do not arouse the apprehension that the smaller aggregations did in the latter part of the last century. What are the reasons? First, the public has a clearer perception of the advantages of large scale production, properly controlled. Second, public regulation on a large scale has come into being; regulatory bodies have abated the crude abuses of an earlier period, and the intelligent managers of industry, themselves, have come to have an appreciation of the need of regulation and to accept it instead of fighting it. Third, there has been an uplift not only in the public conscience but also generally in the thinking, standards, and practices of the management of big enterprise. Finally, and most important for our present purpose, the character of ownership has changed. Let us take typical instances and note the pertinent facts.

In 1911, the Standard Oil Company of New Jersey, owning 33 subsidiary companies, had only 6,878 stockholders. But today the owners of the companies formerly forming the Standard Oil unit number more than 300,000; and a very considerable number of these owners are employees.

Till recently the packing business was, broadly speaking, family affairs. Armour and Company recently reported that 77,000 persons owned the business, nearly 70,000 owning from 1 and 24 shares, 5,248 from 25 to 49 shares, 2,147 from 50 to 99 shares, 836 from 100 to 499 shares, and 83 owning 500 shares or more. The Swift Company reported 46,751 owners. Of the 123,751 owners of the two companies, 55,000 were employees. Ten representative retail corporations report 40,767 stockholders, and an average of about 204 shares of the value of \$9,015 for each stockholder. . . . In March, 1921, the owners of the United States Steel Corporation numbered 159,000 and of this number, 50,020 were employees. The Bethlehem Steel Corporation reports 49,467 stockholders. . . . At the close of 1923, according to the Interstate Commerce Commission, the owners of Class 1 American railroads numbered 800,000, with an average holding of \$9,319.

It is estimated that the owners of all the gas, electric railway, and light and power utilities of this country now exceed 2,000,000. The reports of individual companies are significant. The Commonwealth Edison, which had 11 stockholders in 1883, was owned by 34,256 in 1923. The Southern California Edison had only 2,000 holders as late as 1917. In 1923 it had 65,636.

In the field of communication, the situation is no less striking. In 1875, the Western Union had 1,382 stockholders, with an average of about 244 shares. In 1923, the number of owners had grown to 38,276, with an average holding of 38 shares. . . . In 1910 the owners of the American Telephone and Telegraph Company numbered 7,535, while today they numbered 7,343,000 with an average holding of 26 shares. More than 65,000 employees are stockholders, and more than 100,000 are acquiring stock.

And a similar picture holds for the great business of insurance. All these things only reflect the real meaning of America, the meaning of democracy, the meaning of a decent regard for the average man. They are highly significant. They witness to a silent but strong evolutionary movement. In fact they suggest a movement almost revolutionary in its speed and magnitude. This movement toward the democratization of industry through popular ownership is in its infancy. In the large, it has developed almost within a decade. It will spread as the nation grows and as enterprises increase in magnitude. It is becoming the settled policy of

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more and more corporate business- and their capacity to avail themselves of opportunities, and to induce them to practice self-denial and to save. And it is more and more realizing that the ideal and sensible thing is for every laborer to become a capitalist, a small one if necessary, a big one is he has the requisite character, industry, and will-power. Nearly every man one means of high position or great means has come up with no other than that furnished by good character, good ability, industry and will power. The instances are the rule and not the exception. There is no other road to industrial capitalism and success.

This change has come silently. Even many intelligent observers have not recognized or fully appreciated it. The demagogues and other ignorant individuals, have been unable or unwilling to sense it. Their attacks are directed at conditions which obtained in an earlier period but which have passed or are passing. Their thinking is out of date.

So far as can be seen, there is no limit in America to this development of widespread or popular ownership. Corporate business will grow in size. The number of corporations will increase. The policy of inviting more general ownership will doubtless persist and grow. The only limit I can suggest is that, placed by the willingness of the laborers to work, to exercise will-power, to save, and to invest prudently. This limit is an elastic and growing one in America because wealth is rapidly expanding and the share of laborers in industry is great.

Herein lies the fundamental solution of the problem of the relation of labor and capital. It is the real solution of the partnership of labor in industry. Intelligent labor knows that, while there may be defects in capitalism, it can have no quarrel with capitalism as a system. It recognizes that capital is the result of work, of self-denial, and saving, and that its destruction, as demanded by some deluded persons here and abroad, would cause a reversion to primitive and savage industrial processes and results—that in short, it would be economic and social suicide. It is coming to perceive that the paramount need is to increase the world's output, to raise the standard of living of all laborers, by education to increase their skill

CARLETON SCHOOL

Honor roll for the month of April. Principal's dept. Grade X.—1, Dorothy Muttart; 2, Jennie Muttart; 3, Dorothy Carmichael. Grade IX.—1, Gertrude Carmichael; 2, Marion Dickie; 3, Frank Howatt. Grade VIII.—1, Harold McCarvell; 2, Olive Gillespie; 3, Bessie Tremblay. Grade VII.—1, Anna Carvell; 2, Rose Tremblay; 3, Joseph Smith. Primary dept. Grade V.—1, Anglona O'Connell; 2, Viola Gillespie; 3, Roy McCarvell. Grade IV.—1, Hazen Gillespie; 2, Stanley Howatt; 3, John Muttart. Grade III.—1, Myrtle McCarvell; 2, Rose Dickie; 3, Ernest Smith. Grade II.—1, Myrtle McCarvell; 2, Harold Muttart; 3, Ernest Smith. Grade I.—1, Ernest Muttart; 2, Benedict Carmichael. Perfect attendance: Dorothy Muttart, Jennie Muttart, Devona Dickie, Harold McCarvell, Rose Tremblay, Mae Tremblay, Fenton Howatt, Anna Carmichael, Roy McCarvell, Anglona O'Connell, Stanley Howatt, Rose Dickie, Myrtle McCarvell, Ernest Smith, Mary Carmichael, Benedict Carmichael, Norma Pickering.

"ANTI" MINISTERS FOR WEST

In the interests of the continuing Presbyterian church seven Ontario ministers will leave Toronto for Winnipeg on Sunday night at the request of the church association of western Canada. They are scheduled to address a series of public meetings in Manitoba.



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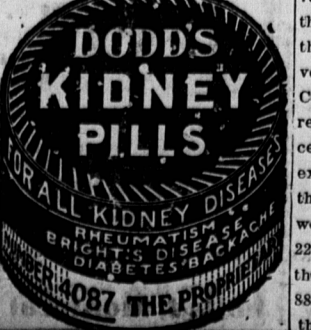
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Character Reading

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DODD'S KIDNEY PILLS. RHEUMATISM, BRUISES, DIABETES, BACKACHE, GRAVEL, NEURALGIA, MIGRAINE, HEADACHE, INDIGESTION, URIC ACID, BILIOUSNESS, NEURALGIA, MIGRAINE, HEADACHE, INDIGESTION, URIC ACID, BILIOUSNESS, NEURALGIA, MIGRAINE, HEADACHE, INDIGESTION, URIC ACID, BILIOUSNESS.