

THE CHARLOTTETOWN GUARDIAN

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BEGIN AT HOME.

"Beginning at Jerusalem" was a condition attached to the first enterprise for world betterment, it will continue to be a condition for world betterment as long as the world stands. Whether in the process of Christianizing or civilizing the world, in the improvement of social, industrial or commercial conditions, a sine qua non is that we must begin at home. We cannot Christianize or civilize the outside world if we remain pagan at home nor can we improve commercial or industrial conditions by patronizing the stores or the factories of other countries while our own are starving.

Whatever we may be doing; in the matter of Christianizing and civilizing the world, we are not following the orthodox precepts in the matter of trade. The Royal Bank of Canada, in its current letter, gives figures concerning our import and export trade which are startling, although, in at least one particular, somewhat encouraging. The startling feature is that for the first five months of the current year our Canadian imports amounted to \$28,480,000,000 while our exports amounted to only \$23,688,000,000, that is, we purchased nearly five billion dollars more than we sold. The encouraging feature is that during the month of October our exports exceeded our imports by over twenty three and a half millions. The decrease in imports for October was chiefly in agricultural products while imports of chemicals, chemical products, iron and steel products have increased. The increase in exports was largely in living animals, wood and paper products and most particularly in agricultural products. October is one of our big export months and although October of this year showed larger exports and less imports than the same month last year we cannot hope to overcome the unfavorable balance for the whole year.

Because of our excessive purchases abroad the value of our dollar has fallen to somewhere about 88 cents. This decreased value of our dollar works against us in many ways and we must adopt such measures as we can and as soon as we can to overcome the handicap. The most effective of these measures is to buy exclusively Canadian goods, to produce all we can and sell all we can.

What applies to the general trade of Canada and makes for Canadian prosperity applies equally to our home trade and makes equally for home prosperity. Our stores and such factories as we have are the vital organs of the province. Through them the products of the soil and of labor are turned into cash and distributed among the people. To ensure a healthy flow of cash, which is the vital fluid of the country they must be maintained in a healthy condition. This can be done only by patronizing them; it cannot be done by sending our trade and our cash abroad. Flourishing stores and flourishing industries mean a flourishing community. Each helps the other, each contributes to the welfare of the other and both grow by mutual helpfulness.

The year's best season of trade is now upon us. Let us bear in mind that home trade is the best trade, that by building up our home trade we are building up our own.

THE TAX TROUBLES.

The burden of taxation could have been materially lightened by the government if some little attention has been paid to detail. Even yet, with the date gone by for legal discounts, many of the collectors have not yet received their books, or their records and when the victim of the new tax calls upon them they are not in a position to relieve him either of his money or his anxiety. Those who have been equipped with the necessary machinery for raising the wind are equipped only for part of the duty. The land tax and the income tax they can accept and give a receipt for but the poll tax and the road tax and the commutation tax are still held in the background. Many farmers in order to have the agony over and done with have come to the city to fix up and to say things to the officials and few of them neglect the latter duty. Why so many special trips to pay taxes should be necessary no one appears to understand. No doubt the government's idea was to make the tax look as light as possible, hoping no doubt that each would be forgotten before the bill for the next was presented but in this they were mistaken as each new bill renewed the original indignation.

The trouble appears to be that the government is in despair and does not care what happens. They are convinced that things cannot get any worse than they are and that their chances for retaining their seats cannot become any worse than they are and, in the words of the old settler, they are letting "the tail go with the hide."

FUR AUCTION TO BE HELD.

The Canadian Fur Auction Sales Company, Ltd. has announced that mid-winter auction sales of furs will take place in Montreal on January 31st next and following days. The warehouse of the company, it was stated, will be open for the inspection of samples from January 27th onwards. The fur market, it is said in trade circles, is in a much better condition than for some time past, and it is expected that the sale will attract an attendance of buyers even more numerous than that which characterized the initial successful auction of the Canadian Company.

CURRENT COMMENT

The United Farmers Guide has commenced to moralize on the subject of "criticism." It takes the ground that in the main "criticism is not only just but desirable." But when it comes to the question of the motives of the advocates of farmers organization it is different. It doesn't apparently then enjoy the critic's voice. It was quite orthodox for the Guide to deface its columns with a cartoon in blasphemy of a sacred ordinance of the religion of the people, and in this shameful word picture to impute a \$14,000 salary as the "motive" of Hon. Mr. Calder in giving his valued services to the country. But when it comes to criticizing the \$32,000 received by the Hon. C. A. Crerar as a stimulus to his sympathy for the cause of the farmer, and his further ambition to add the Premier's stipend to this making a \$47,000 salary for the idol leader of the Guide, it begins to squeal that "criticism as to their motives" is unfair. Mr. Crerar himself is not happy over these salary revelations, and, at the Aylmer meeting, declared, "In so far as my salary is concerned, that is a matter between the 36,000 farmer shareholders, the directors of the company and myself." Quite true. If the farmers are satisfied the public have no deep reason to complain. But they have something to say about adding the other \$15,000 to it, and may think him expensive enough already.

Another feature of criticism that is distasteful to the Guide is in discussing the "ulterior motives" of the farmers of the West attempting to encourage organization of Eastern farmers, "who are" trying to make a cats-paw of their eastern brethren then, plausibly it declares that "Before any substantial headway is made in continuing the old policy of playing farmer against farmer, something substantial and definite showing how one farmer will have an advantage over the other must be shown." Our friend the Guide is right in this beyond question, but is it just awakening from a Rip-Van-Winkle sleep as to be so out of touch with the facts of this thoroughly canvassed issue? The solution is one of the simplest in the national economy. There is absolutely no sympathy between the needs and requirements of the Eastern farmer and those of the West. There is a divergence amounting to almost a direct opposite, in the interests of one as compared with the other. The Western farmer wants free trade in agricultural implement so that he can raise his single crop of wheat at the lowest cost, an open market across the border so that he can sell his one product and purchase his supplies in the United States. He doesn't want to do business with either the manufacturers of mixed farmers of the East. On the other hand, the Eastern farmer does not want his healthy home market for mixed crops destroyed, his factories closed down, his trade in selling to the

Daily Selections Guardian Readers

Furnished by W. S. Louson.

SECOND SIGHT

We need to have our eyes opened to see what life is. It may be compared to a race with a starting point and a goal. The commencement is in childhood, and the goal is a noble, upright manhood; but between these points there are many hindrances in the way of distractions and competitors, and it is therefore essential that our eyes should be fixed on the goal and our hearts nerved by a steadfast purpose which nothing can divert or put aside. Life may also be described as a battle. We are surrounded within and without by deadly foes, and constant warfare is man's experience. The enemies of life are many and powerful, and the supreme need strength which guarantees victory. Life may also be regarded as a voyage. There is a port from which we start and a haven to which we go, but between the two there are the waves of trouble, the billows of sin, the whirlpools of temptation, the rocks of difficulty, and the quicksands of vice, and if we are to avoid all these and to reach the harbor we must have a sound vessel, a favoring breeze, a wise pilot, a good chart, a strong anchor and sufficient ballast. Spiritual sight is also necessary for us in order to see what man is. We are concerned not merely with that which is outside but that also which is within, since man's nature is a fundamental factor in true life. The realization of what manhood and womanhood mean is one of the vital steps in life. All this leads to the supreme necessity of spiritual second sight, the eyes being opened to see what God is. We need to realize that He is the Father who loves us. This is the rock on which we build, and amid all our difficulties and conflicts the everlasting love of God will be our strength. Then, too, God is a Saviour who died and lives for us.

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 expressed by its correspondents.

Prince of Wales College

Sir,—As a former student of Prince of Wales College I cannot help being disturbed by the reports of friction between the Government and the staff of that school. In my opinion the salaries asked by all the teachers were moderate, but in the case of Dr. Robertson, the sum mentioned was exceedingly small. Anyone in touch with educational work in Canada at the present time, know that teachers trained for high school work are very difficult to secure and that it would be impossible to find a man of Dr. Robertson's ability and experience. Prince of Wales, under Dr. Robertson's leadership, has surpassed in standard every other high school in the Maritime Provinces. The proof of this is very evident, for graduates of P. W. C. are the only ones credited with every subject of the Freshman year and indeed those holding High Honor Diplomas are credited with all subjects of the Sophomore year. In view of these facts I consider that it would be a calamity for our province to allow any small question of money to interfere with the progress of this institution. Aside from these purely selfish reasons, surely Prince Edward Island has enough intelligence and gratitude to appreciate Dr. Robertson's services. It is up to every student, every former student and every thinking person in our province to see that justice is done. I am, Sir, etc., AN OLD GRADUATE

A CROS-ARMED BRACER

Sir,—As one of the patrons of the P. E. Island Telephone Company, I want to be supplied with some rational reasons and facts that justify the company in exacting greatly increased rates at a time when almost all commodities are declining in price. It is ridiculous for the company to tell us that the price of cross-arm bracer has advanced 24 per cent since 1913, without telling how many, or how few of such braces they replace in a year. And the same with the other articles they enumerate. Such advertisements are more calculated to arouse suspicion of the company's case than to allay it. Does the Telephone Company expect to force the additional rates upon their subscribers without first giving said subscribers here any statement of their receipts and expenditures, or any indication of what the company receives and disburses in this province. There are a few hundred citizens who want to know those things and who have the right to ask the company to inform them. I am, etc., CITIZEN.

West cut out, and business wiped out by the dumping of cheap truck and farm products from across the boundary line.

The Guide then rushes into statistics to show that "in Prince Edward Island the protective tariff did not succeed in developing manufacturing but on the other hand manufacturing declined." It then cites that in the neighbouring provinces agriculture declined, and all this the Solon of the Guide remarks can only mean to the thoughtful Eastern farmer that the protective tariff has not done for him what its advocates promised." There are some things which do not wholly come under tariff influences and if our critical friend was as anxious for the truth as it sometimes pretends, a brief search into fact and history would give the correct cause of those changing conditions which he so flippantly attributes to tariff

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Good Roads

ARTICLE II.—HIGHWAY LEGISLATION

Highway legislation in North America has had a haphazard growth as have the highway systems themselves. In the past, legislation has followed, or barely kept pace with, the making of roads, and only within recent years have the legislatures of Canada and the United States recognized the necessity of planning ahead of modern transportation problems, so as to provide not only for the present but also for future generations. At first the highway units were the townships or parishes, and many roads were laid out and built with a single eye to local needs, without thought as to how they should be linked up with those of adjoining or more distant sections of country. Only after much waste of money and effort were the units enlarged first to include whole provinces or states. Still more recently came the realization that road-planning to be completely successful must be on a national scale. Under the impetus of this idea, several transcontinental routes have been laid out across the United States, but Canada's all-red highway is still largely in the formative stage.

Like the builders of the great railroads, however, the promoters of through highways have largely confined themselves to east and west routes, a quite natural course so long as the national principle was the chief guide adopted. The theory of internationalism in the good roads movement is barely at its dawning, and so far little has been done except to connect here and there a few of the main roads on either side of the border. For the next few years, the gradual increasing employment of this practice, as found expedient, will be the chief fruits of the international principle, but with the new spirit of development and of brotherhood and the constant growth of motor passenger travel and interchange of commodities, it would seem futile to set bounds for the possibilities of the near future, and under the stimulus of progressive but sane legislation, it may easily be that the motorist of 1960 or 1970 will find awaiting him a broad highway which, starting in Canada well up toward the Arctic circle, will conduct him smoothly and safely down through the neighboring republic and a regenerated Mexico, along the length of the Central American Isthmus, and on through the Latin republics of the southern continent to the plateaux of Patagonia.

FEDERAL AID Federal aid to highways is so recent an innovation in both Canada and the United States that it is as yet too early to pass upon its merits but its ultimate benefits should not be a matter for doubt. Under legislation passed in July of 1915, the sum of \$275,000,000 has been made available for the construction and improvement of rural post roads in the United States, the Federal Treasury bearing one-half the cost of the work and the individual states the other half, the apportionments being based upon the area population and road mileage of the various states. Two stipulations connected with Federal aid are that the improvements made by substantial and that the roads be maintained. An incidental advantage has been that states not already having highway departments have been compelled to establish them before availing themselves of the Federal funds.

The Canada Highways Act of 1919 appropriated the sum of \$20,000,000 to be used in assisting the various provinces in the construction of main trunk roads, the Dominion Treasury to furnish 40 per cent of the sums expended. The grant had the dual object of providing better roads for the most thickly settled portions of the provinces and of connecting each provincial road system with those of the adjoining provinces, thus producing finally a complete national system. This involved the preparation by each province of a general road programme. By May of 1920, eight of the nine provinces had prepared their programmes, and legislative authority had been taken for the expenditure by these provinces of a total of \$73,000,000 on roads, or more than twice as much as the \$30,000,000 that they were called upon by the Canada Highways Act to contribute. Owing to adverse factors, such as labor conditions, inadequate transportation facilities and cost and scarcity of materials, little actual work was

accomplished under this scheme in 1920, but 1921 should see much good construction under way.

PROVINCIAL CONTROL

The Federal legislation gives the Dominion Government through its Commissioner of Highways, the right of approval of the plans and specifications of the roads constructed by the provinces with the aid of the national grant, but other wise leaves to the provinces what they have always had—the full control of their road systems. Roads in Canada are under the legislative jurisdiction of the nine provincial governments, each of which has an independent highway department or one associated with a provincial department of public works. Provincial Legislation has tended to convey to the local municipalities a large measure of road control, exceptions to which, however, are the provinces of Nova Scotia and Prince Edward Island, in which roads are principally under provincial control. The total length of roads in Canada has not been accurately surveyed, but it is estimated at 250,000 miles.

The highway legislation of the various provinces is cast in the same general mould, varied, of course, to suit local municipal, geographical, geological, financial, traffic and general conditions. The weakest point in practically all the existing legislation is the failure to provide adequately for maintenance of the roads, or where such provision is made, the failure to enforce the law. The province of Quebec, for instance, has imposed upon the municipalities the duty of maintaining certain classes of roads and has enacted that where a municipality defaults in this duty the work shall be carried out by the provincial department and the cost borne by the municipality. But it is too frequently the department shows a lenient feeling toward the ignoring of this law, which is shared by those users of the road who suffer from the indifference or obstinacy of the erring municipalities. The fact cannot be too often impressed upon the public authorities that responsibility for a road system does not end, but only begins, with construction, and that no road can be a good road unless it is continuously maintained at the standard set for its original condition when the builder hands it over for its use of the public.

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