

THE CHARLOTTETOWN GUARDIAN

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WEDNESDAY, MARCH 19, 1924

BUYING AT HOME

Everyone believes in the theory of buying at home. Everyone believes that the prosperity of the city or town or province depends upon the maintenance of our respective institutions, be they commercial, industrial or agricultural. With prosperous stores, workshops and factories, big or little, in our respective communities, the community benefits proportionately and general prosperity is the result. The burden of taxation is fairly distributed and lightened and business prospers in every line.

This is the accepted theory; unfortunately it is not universally practised. For some years past there has been a propaganda for co-operative buying and selling. This also is a theory and when eloquently expounded at a mixed gathering it sounds reasonable and workable. By buying feed and fertilizer in car load lots, the government or the Farmers' Institute or other organizations can save a certain percentage of cost and the purchasers benefit by so much. But what about the regular dealers in these commodities, the dealers who pay their share of the taxes, who help to maintain our roads, our streets, our schools and churches and charities? Necessarily their business suffers proportionately; their volume of business falls off, their expenses are proportionately larger than those of the wholesaler abroad whom we maintain by our patronage and from whom we do not receive a dollar of taxes or any other assistance. We pay him our hard cash and when we need a few months credit we go to our local dealer and he accommodates us, thus adding to his expenses and reducing his profits.

Unquestionably it is a boon to our farmers to be able to save a percentage on the cost of these commodities and they are quite justified in taking advantage of the opportunity, but the question is, is there no better way? Is there no way by which our farmers could buy co-operatively through our regular resident dealers? Suppose we buy co-operatively from them, pay them the cash and make the best possible bargain with them, a bargain which will give them a reasonable living profit, would not this be an all round benefit?

In selling co-operatively also, the same principle applies. Either our merchants and dealers and middlemen are or are not a benefit to the community. If a benefit, and none of us will deny it, then we should patronize them; if not a benefit, and we all believe they are, then, logically, we must starve them out and give our trade to the foreign houses. What can the latter do for us except supply the merchandise we need and leave us to pay our taxes, maintain our public works and our necessary institutions.

Our merchants lose heavily by the general patronage of foreign mail order houses. We know that thousands of dollars are sent out of the province every year for goods that could be bought at home as cheaply in most cases as they can be bought outside and with the advantage of selection and choice.

It is admitted that shopping from a catalogue is an easy matter. The illustrations look good and the quotations are tempting but, like the fruit tree catalogue, experience is often disappointing.

If our province is ever to prosper if we are to retain our population, if we are to live as we have a right to live we must patronize more exclusively our home institutions, our home stores, our home industries. The little we gain in our dealings abroad will by no means compensate

us for the loss we sustain by starving our home stores and tradesmen.

CHTOWN-PICTOU ROUTE

All will hope that the efforts of the Board of Trade to secure the Steamship Hochelaga for the Charlottetown-Pictou route will be successful. This steamer is in every way suited for the purpose, has good freight carrying capacity and first-class accommodation for passengers. The want of a suitable steamer on this route has long been felt as a serious drawback to the eastern and central parts of the province and, the link once supplied, would be a great boon to the province and to Eastern Nova Scotia. We have no doubt that the Board of Trade and our federal representatives will do their utmost to secure this service and all will hope they will be successful.

WARNING PREMIER KING

Mr. W.G. Raymond, Liberal Member for Brantford, Ontario, according to Hanzard report of his speech P. 291 issued a significant warning to the Prime Minister the other day, at the same time advising his fellow Liberals that it would be better to throw the prime minister overboard than let the party and the country go to ruin. He intimated that if the "ominous" threat in the speech from the Throne was given effect, Mr. Raymond would leave the party and join the Conservatives.

"It is the pilot I am going to blame," said Mr. Raymond, "and I say that if the government have on board a false or a wrong pilot; if they are taking advice from a man who really does not know the coast they are on, they had better drop him and get rid of him and strike out for the open water if they want to be safe."

The situation at Ottawa, in the Liberal ranks at least, reminds us of Byron's "Shipwreck."

"Then rose from sea to sky the wild farewell, Then shrieked the timid and stood still the brave, And some leaped overboard, with dreadful yell As eager to anticipate their grave."

Mr. Euler, Independent Liberal, had given notice previous to Mr. Raymond's that he was going to leap overboard if the government thought more of Progressive support than it did of the interests of the country. Mr. Raymond knows a better way, that is to throw the pilot overboard.

There are many honest men in the Liberal party who will refuse to sacrifice the agricultural and industrial interests of Canada for the sake of getting enough Progressive support to keep the party in office. The tariff question is far from being settled and anything may happen in the meantime.

THE LEGISLATURE

The business-like atmosphere in the legislature this session, so far, is very gratifying and there is no reason why it should not continue. The time is wholly taken up with the work of the session, there appears to be neither time nor inclination for the small talk that has characterized many previous sessions.

Occasional outbursts of small criticism may be expected from members of the opposition but little attention will be paid to this either in the House or in the Country when its purpose is so evidently to "just fine fault." The people generally realize that a new—if not the "golden"—era has dawned in the Legislature and House members are satisfied to wait the issue. The House means business this time.

Notes by the Way

The fact that there are six MacDonaldis in our Legislature is worthy of mention. It is true that there are a score or more of the same family name distributed through the Senate House of Commons and various Legislative Assemblies between the Atlantic and the Pacific oceans, but no other Province has so many MacDonaldis elevated to the status of legislators as has Prince Edward Island. It is not too much to say that the MacDonaldis are ably represented in both the Government and the Legislature of Prince Edward Island, although more than one of them has had in the past to contest his seat against another of the same family name. In such cases, as when Greek met Greek in olden times, there was always a real "tug of war."

Nova Scotia comes next to us in honoring the MacDonaldis at the polls by sending four of them to the Provincial Legislature and another to the House of Commons and a seat in the federal Cabinet. Three of these and many others of the clan in other provinces bear the same initials as the Grand Old Chief of the Liberal Conservative party, Sir John A. Macdonald. He used to tell that the motto of the MacDonaldis was "By Land and Sea." He was born by the sea in Scotland and he reigned in Canada as the mightiest spirit in half a continent. Today, with Ramsay Macdonald as Prime Minister of Britannia, (still ruling the waves) and so many Canadian MacDonaldis in the high places of the Dominion, their ancient motto and the family prestige may be said to be well maintained.

While western Progressives have been almost shouting their heads off for lower duties on farm implements, a recent traveller through the Prairie Provinces unfolds a tale from which we extract the following:

"I was very much surprised to note that nearly all the farmers in these provinces leave their farm implements and threshing machinery outside the year round. They do not even keep their automobiles under cover, although this practice is not universal. On many farms along the railway track you will see Fords and large sized cars sitting out in the snow drifts without any protection whatever. . . . Nearly every farmer along the railway track no matter in which direction you go, has his implements outside in what is commonly called the bare yard."

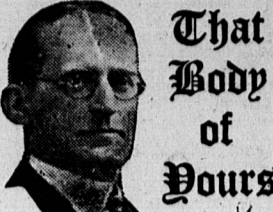
This is a pretty effective side light on the clamor for reduced freight rates, the Hudson Bay Railway and reduced customs duties. The correspondent above quoted, who writes over his own signature to the Mail and Empire, goes on to say:

"In discussing the farmer's financial position at the present time along with other travellers on the same train it seemed to be the opinion of all that this method of caring for their tools and implements must cost the Western farmers many millions of dollars every year."

It is further stated that these farm implements are usually bought on the instalment plan with two to four years time in which to pay the notes, not 10 per cent of which are new when due; that the outstanding accounts amount to many millions, and that many of the farmers whose motor cars, threshing outfits and other implements are left to bleach in the storms are more than willing to have the eastern manufacturers put out of business.

Full speed ahead has been ordered on the Hudson Bay Railway, as Hon. Mr. Graham stated the other day. The work was begun long years ago. Over twenty million dollars were expended at the cost of the Dominion. The work was abandoned and has fallen into decay. To complete it means to restore what has decayed and extend the line to Nelson or Churchill, nobody knows which, build terminals extending through miles of shoal water into the icy Bay at incalculable cost, and thereafter to operate it for two or at most three months of the year. If grain could be or is ever to be shipped by this route, elevators must be built to store it and special ships built to carry it. As the ice closes the route before the harvest is threshed, grain could not go out by this route till July or August the following year!

Alberta's grain goes out via Vancouver and that of Manitoba and Saskatchewan by the N. T. R. or C. P. R. from the Lakes eastward. Every known fact and reason go to show that the Hudson's



By James W. Barton, M.D., DUST COLDS

A chap meeting a physician on the street said "I never have a cold, and yet I've caught one of these beastly head colds somewhere." "How do you feel otherwise?" asked the doctor. "Why I feel fine, not a bit sick or depressed, but just this continuous running of the nose."

"Been looking over any old books lately?"

"Yes, I spent all yesterday afternoon in the law library, looking up some special stuff, and some of the books hadn't been opened for months."

"There's your trouble. You haven't a real cold, you have just had your nose and throat irritated by dust from the books."

Now although the dust itself irritates, because the dust particles have sharp edges at times, the real trouble is often due to the actual chemical composition of the dust that irritates the mucous membrane of your nose and throat.

Nature does her best for you. You are expected to breathe through your nose always. Right at the entrance of the nose are some little hairs which filter out some of the dust. Then inside the nose on the mucous membrane right down into the wind pipe, are tiny hairs which are always waving like a field of wheat in the wind. They are always waving outwards so as to prevent dust getting into the lungs.

The dust on the nose itself are special bones with rough surfaces to prevent dust getting down into the lungs.

Why do they guard the lungs so jealously? Well it has been discovered lately that ailments such as hives, asthma, chronic bronchitis, and eczema, are actually due to the dust from foods and animals.

Certain dusts also predispose to tuberculosis.

And so you see when the dust gets a little way in, there is a fight goes on between the mucous membrane of your throat and the dust.

The mucous membrane from the irritation manufactures a profuse secretion which you call a "cold." What is the suggestion? That if you have to work at a dusty job it might be worth your while to use an ordinary mask of gauze or other light material worn about your nose. If you feel the "cold" or sneezing coming on and know that it is due to dust the ordinary solution of boric acid, a quart of tepid water, used as a spray, will help to clear the dust out.

Daily Selections FOR Guardian Readers

"LITTLE SONGS"

Little songs are prettiest, Little tales are wittiest; The little, little, little cloud Is whitest in the West; Little brooks are tune-fullest, Little lakes are moon-fullest; The little, little, little trail Can climb the mountains best.

Little rooms are coziest, Little hands are rosiest; The little, little, little home Is Heaven's dearest part, Little wiles can charm a man, Little smiles disarm a man; A little, little, little maid Can nestle in his heart. —Arthur Guiterman

Bay route project if carried through will be abandoned afterwards as the maddest of the many insane transportation projects of the past. There is no sound reason to hope that it will benefit the Prairie Provinces if it is built and equipped. But the Prairie Progressives demand it, engineers and contractors want jobs, and the King Governments want votes! And there is danger that the project may again pass the House of Commons this year as it did last year. The hope of the country lies with the Senate, that it may refuse its assent.

Premier King has returned from his week of vacation at Atlantic City. No doubt he feels refreshed from even so brief a sojourn under the Stars and Stripes. It was not so long a rest as he took during the War on the firm bed-rock of the Rockefeller Foundation. But there is no such necessity now. There is no war now except a tariff war; a little matter of 42 cents a bushel on Canadian wheat. What is that between such dear friends as those now in power at Ottawa and Washington?

Of course he must needs come back however, regretfully; his salary is paid on this side of the border now—\$15,000 as Premier and \$4,000 indemnity. Anyway the Progressives are still solid; Forke has said so. They have their assurance too, as Hon. Mr. Graham, Acting Premier during the Premier's absence, had given the word. "Full speed ahead on the Hudson Bay Railway!"

Lecture On Western trip

(Continued From Page One)

boundary line beside the Pacific Highway. The motto on the Peace Arch are: "May these Gates Never be Closed," and "We are Children of a Common Mother." Above the mottoes are the words, "One Hundred Years of Peace." Deposited in the arch are the names of the school children who subscribed a large sum towards its erection.

Another never-to-be-forgotten incident was the visit of the late lamented President Harding to Vancouver. The principal reception was tendered to him in Stanley Park, one of the most beautiful parks in Canada. It stands on rising ground from the edge of the water and on the summit of the slope a great stage was erected and fitted with electric appliances to carry the voice of the speaker a long distance. The roadway to the stage was roped off and the party, consisting of the President, Mrs. Harding, members of the American Senate, members of the Government of Canada and the Premier and members of the Government of British Columbia, besides the mounted police and the plain clothes men, had to walk past quite near where we stood. We were fortunate in having one of the best view-points in the Park. It was a stump of one of the large trees standing about three feet high which was quite level on the top. You may imagine its size when I tell you that there were eighteen persons, men and women, standing on it all the time the President and his party were there, which was about an hour.

The President's address, which was in every way suited to the great occasion, and delivered in fine form, was listened to with almost breathless attention by about fifty thousand persons. I shall never forget the picture of that vast crowd standing close together and every one fastened on one individual, the President of the United States. It was a sight never before seen in Canada and possibly never to be seen again.

Mr. Smith gave a graphic description of Stanley Park, which is within easy walking distance of the centre of the city of Vancouver, and then spoke of the beautiful capital city of the Province, Victoria, describing the approach into James Bay, the Parliament Buildings, Bacon Hill, George Park, and Butcher's Gardens, the latter being a veritable wonderland of beauty, opened freely to the public or through the generosity of Mr. and Mrs. Butchart. The return from Nanaimo on the mainland, to Vancouver City, and the trip along the far famed Malahat Drive to

Your Birthday

MARCH 19.—You are domestic, kind-hearted and constant. Your happiness depends on an unusual amount of love and attention, but your winning personality will probably secure this for you. Be constant in what you undertake, and avoid a tendency to jealousy and fault-finding. Your birth-stone is a bloodstone, which means presence of mind. Your flower is a violet. Your lucky color is white.

Lest We Forget

WEDNESDAY, MARCH 19 CHARLES IV

King of Spain for twenty years, abdicated the throne on March 19, 1808 in favor of his son, who became Ferdinand VII. A popular revolution forced the abdication.

DAVID LIVINGSTONE

Noted African explorer and missionary, was born near Glasgow, Scotland, Mar. 19, 1813. After his death in Africa, appreciation of his services to the British Empire was shown by the burial of his body in Westminster Abbey.

WILLIAM JENNINGS BRYAN

American statesman and journalist, three times an unsuccessful Democratic candidate for President of the United States, was born at Salem, Ill., March 19, 1860. His service in public office has been limited to two terms as a Congressman from Nebraska and for a brief period as Secretary of State in President Wilson's cabinet.

THOMAS BAILEY ALDRICH

American poet, novelist and editor, died at Boston, March 19, 1907. His best known work was the "Story of a Bad Boy."

CANADIAN COLLEGES

Three colleges in a settlement of 12,000 people indicate the mental calibre of the builders of Manitoba, for on this day in 1871 the third, Manitoba College, was established. Dr. Bryce, Dr. Black and an assistant were the staff, reinforced a year later by Dr. Hart from Scotland. Of the population only 1,565 were whites, 4,083 English and Scottish half-breeds, 5,756 French half-breeds and the remainder Indians. There were already thirty-three common schools in operation, the Bible being used as a reader and the teachers' salaries averaging \$65 a year. The nearest university was 1,200 miles away, so by 1877 the University of Manitoba was incorporated, founded upon a confederation of St. Boniface, St. John's and Manitoba colleges, representing the Roman Catholic, Anglican and Presbyterian churches, in 1886 women were admitted. Today the University, with its many affiliations, exerts a great and beneficent influence upon the famous wheat-growing province.

Victoria, were depleted admirably. The drive was through Ladysmith and Duncan and over the summit of the Malahat Mountain, which is more than 1,200 feet above sea level. The road runs along the sides of the mountain. At the highest point the car was stopped, and a thousand feet below could be seen the water in among the trees and around the small islands covered with living verdure. Along the sides of the mountain were several campers and at the water's edge a picnic party could be seen enjoying their meal, while numerous motor boats and canoes were visible on the placid waters.

Several times each day at Victoria could be seen the large steamboats plying to and from Victoria to Seattle and Vancouver from where Mr. Smith was residing, which was in full view of the Straits of Georgia. The seaplane carrying the Seattle mail also came that way, sometimes flying so low that the printed words on the plane could be easily read. One afternoon there was a surprising sight—the form of a large ship, with all sails set, suspended in the air, keel upwards. This mirage—for such it was—persisted plainly for a quarter of an hour.

Mr. Smith had some interesting remarks to make on education: "For the largest portion of the time we were in British Columbia the schools were closed for their summer vacation, and we could not, therefore, see the pupils at work in their respective grades. We did, however, see members of the school children of Victoria and New Westminster at play in the parks and other recreation grounds, especially provided and equipped as play grounds. In one of these parks, in the city of New Westminster, I noticed a large swimming pool constructed for the children in which a number, dressed in their bathing suits, were sporting in the water as I passed by. All these recreation grounds are well provided with swings, ladders and other necessary equipment for the benefit of the children at play, especially during the summer holidays.

In the city of Victoria they have twenty public school buildings and some of them are among the finest in Canada. The J.H. School, which was erected in 1914 at a cost of nearly half a million, is a building of which any city might be justly proud. It has forty class rooms with accommodation for a thousand pupils. It is centrally located and has eight acres of land attached.

The schools in Victoria last year had an average attendance of 6,222 scholars and they cost the taxpayers of the city over \$136,000. This is over \$58 a head for every scholar in the schools.

There are a number of teachers who left this province at different times at present in British Columbia and several of them are located in Victoria. Among these may be mentioned Miss Ellen Louison, who is principal of the Kingston Street School, Miss Ella McMurray, Miss Long, Miss Adele McLeod and her sister, Miss Campbell, Everett Campbell, J. M. Campbell and Harry Smith. In Vancouver there are Prof. George Robinson, Prof. Lemuel Robertson, the three Misses McKenzie and others who might be named.

Col. R. H. Campbell, late Superintendent of Education for Prince Edward Island, is the principal of the Powell Street High School. The Minister of Education in the British Columbia government, the Hon. Dr. J. D. McLean, is a Prince Edward Islander. The Chief Superintendent of Education, Mr. Samuel Willis, belongs to Kingston in this Province and most of his inspectors are Islanders. At the last session of the British Columbia Legislature the leader of the opposition, the Hon. W. J. Bousler, a New Brunswick man, criticizing the Department of Education on principle as politicians do, said, "The Staff are all Spud Islanders and none but Spud Islanders need apply."

Mr. Smith concluded with an interesting description of Vancouver. He then concluded:

A few days before leaving for home we had an opportunity of hearing Sir George E. Foster speaking on the League of Nations at the Sunday evening service of Wesley Methodist Church, Vancouver. Long before the hour of service the church was crowded to the doors and numbers were turned away. Sir George, who came all the way from Toronto for the special purpose of delivering this address, spoke for nearly two hours and held the close attention of the immense audience throughout the entire service. His subject, which is one of vital interest to people of all classes and creeds in all lands, was handled in a masterly manner.

At the sessions of the League he met representatives from almost every nation under Heaven and every man heard in his own language, through an interpreter—the one unanimous demand for arbitration in the settlement of the world's disputes.

The League had already dealt with and settled many troublesome and vexed questions, and, through its intervention, several wars had been averted. If the object, for which the League of Nations was created, could be fully realized war would cease and righteousness would prevail throughout the whole world. If it falls nothing remains but destruction and chaos. Another Great War would be an unthinkable catastrophe. So many methods have been discovered to destroy life at so many miles distant that civilization

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