

THE CHARLOTTETOWN GUARDIAN

Morning Daily (founded 1857) 25.00 per year (delivered) in advance. -00 per year (mailed) in advance in Canada and \$4.50 to U. S. A.

Charles Dalton, President. J. B. Burnett, Editor and Publisher. D. K. Currie, Associate Editor.

THURSDAY, FEB. 15, 1923

TIMES CHANGES

It is the privilege of only a comparatively few to look back upon sixty or seventy years of experience, their own and others'. To such the panorama with all its changes is a revelation, a pleasure perhaps, a painful experience possibly.

A short biographical obituary sketch has been published in newspapers of the past few days of Henry Clewes who died a few days ago in New York at the ripe age of 88. Mr. Clewes was a successful financier, was known in Canada as an honorable and honest broker and at the time of his death was comparatively wealthy.

The point in his biography is that twenty five years ago he wrote a book, entitled "How to Get Rich" and that at one time in his early life he was opposed to women having anything to do with business, declaring bluntly that they "hadn't sense enough."

After twenty five years' experience in "getting rich" and seeing women engaged in business he saw no reason for revising his prescription for getting rich but he had the honesty to admit frankly that he had been wrong, about women in business. "I was wrong, completely wrong, about the ladies," he said; "young fellows often are. The woman investor has not only become a reality, but she proves to be conservative and dependable and before long I expect to see her a factor in national corporation matters."

His recipe for getting rich was a simple and an old-fashioned one. It merely advised the saving of a definite sum every year and its investment. In time, by the cumulative process at work plus the funding of interest earnings, a competence was assured.

At the close of a long life he saw no reason to prescribe any other method. He had seen many other methods tried and he had seen them fail; but for an assured competence he knew no better way than to lay by a proportion, even a small proportion of the year's earnings. It might be slow, but it was sure and had never failed.

Were one to write a book today on How to Get Rich, if honest, he would recommend Mr. Clewes's method. But the book would not be read today or, if read, it would not be heeded. The slow process of laying by a fraction of one's earnings does not suit the rapid strides of today. We must get rich quick.

There is no time to wait. We must speculate. We must have hundreds per cent on our money. If we have not the money to speculate with we must borrow or steal it, legally that is, for there are many ways in which we can steal legally. Today we take the gambler's chance because it is the most quickly acting. Of course it miscarries sometimes and leads to ruin, but there is a gambler's chance and it sometimes falls to the young gambler and he becomes suddenly rich—and ruined. Twenty five to fifty years have taught mankind many valuable lessons and two of the most valuable were those which Mr. Clewes learned, namely, that the only way to get really rich is to earn it, and the other, that women have as much sense as men have.

AN INEBRIATING ACT.

Perhaps the shortest cut to hopeless intoxication would be a close and, if possible, dispassionate study of the various enactments which are supposed to control the liquor business in this province. According to the British North American Act liquor may be shipped to the province but according to an Act of the Prince Edward Island legislature it is liable to seizure on arrival. Also, after the Order in Council authorized by the recent plebiscite is put in force, no liquor may be imported.

According to a provincial law no circular or other advertising matter in connection with the liquor business may come through the mails or be published in any provincial newspaper; according to a ruling by the federal postal authorities such circulars may come through the mails.

According to a provincial law Inland Revenue Department may issue licenses at three dollars each permitting the manufacture of beers and wines but, according to a provincial law beers and wines found in possession of individuals will subject them to a fine and imprisonment.

Now, where are we at? We pay three dollars for the privilege of manufacturing a beverage with an indefinite alcoholic kick to it and we must drink it off the bat lest we contravene the act which makes us liable to fine and imprisonment for having such liquor in our possession.

The way of the bootlegger has been pronounced hard, but it is a flower-strewn pathway in comparison with the path of the man who pays three dollars to the Inland Revenue Department for the privilege of manufacturing his own booze.

Behind the speculations and suggestions referred to in the Ottawa despatch and basic to the entire situation lies the fact that the creation of the Board of Railway Directors and the extraordinary powers with which they are entrusted have entirely emasculated the old time Ministry of Railways, and the further very vital and important fact that the transfer of powers has been made from a Minister of the Crown, who was responsible to Parliament, to a Board which is virtually responsible to nobody. It is true, not only of the Minister of Railways but of the Government itself that in several particulars the powers transferred are greater than the powers retained. Thus a situation has been created which seems to be incompatible with our representative institutions or with responsible government.

BRITAIN AND FORDNEY TARIFF

In the annual report of the Barclay's Bank in London, England, the chairman, Mr. F. C. Goodenough, says:

"The effect of the Fordney Tariff Act, must be to compel Great Britain to seek new sources of supply of foodstuffs and raw materials and to develop markets in other parts of the world, for our trade, especially in India, with its great population, and in the East, and in the Dominions and Colonies of the British Empire, who in their turn can send to America their raw materials and other merchandise which America cannot produce for herself. In this way, we shall use the products of our industry to discharge our obligations to America, even although America will no longer accept our manufactures direct upon reasonable terms, owing to the operation of the Fordney Act. Moreover, in this way we shall reap the fruit of the policy of Empire development, upon which so much of British resource and enterprise has been spent in the past. It is a reassuring prospect in the face of what could not otherwise well be a paralysing blow."

MILD CRITICISM OF SIR HENRY

I am not going to criticise the choice made by the Government of the administrator of the railways. I believe every man has the right of a chance to make good, and I propose to reserve any remarks or any criticism of that appointment until we get a full, fair opportunity for a demonstration and see what the gentleman can do. Let him be judged by his works. In the meantime I might enter a little plea for somewhat more action and somewhat less speech. This country is probably unknown to Sir Henry Thornton, and I trust he will be able to grapple with the tremendous problems that he has to face. But I would rather hear him tell afterwards, if that will be necessary, what he has done, than hear the liquor business in this province be done.—Dr. Baxter in House of Commons, Feb. 8th.

Notes By The Way

An Ottawa despatch to the Guardian on Tuesday last told of speculation in political circles there in regard to the vacant portfolio of Minister of Railways, the difficulty of finding new cabinet timber of desirable calibre, the natural desire of the Government to avoid bye-elections and the suggestion of a plan by which the Department might be abolished and its few remaining duties and responsibilities divided between other departments. The Department of Railways and Canals has existed since the Dominion was formed and was formerly one of the most important having large control or supervision over the entire inland transportation of the country.

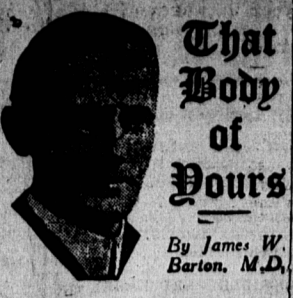
The present situation arises from the death of the late Minister, Hon. Mr. Kennedy, since whose demise and at a critical time in our railway history, the Railway Department has been in charge of Hon. George P. Graham as Acting Minister. We assume that the office should be filled without delay. The extreme weakness of Maritime representation, both in the Government and in the National Railway Directorate would seem to point almost conclusively to the quarter from which a new minister might most fittingly be called, always providing a man of some calibre above mediocrity can be found within the dominant party in this section of the Dominion. But this by the way.

In the process of denuding the Railway Department of its authority and importance, the Deputy Minister of Railways was made a Director, he and the President being the only real railway men on the Board. The others are without railway knowledge or experience, but without both skill and ability in Liberal partisanship, Quebec, already represented in the seats of the mighty, demanded the appointment of another Liberal representative to the Board. The request was promptly granted. Meanwhile, New Brunswick and Prince Edward Island are shut out. Such incidents savor alike of sectionalism and partisanship.

We submit that the Board of Railway Directors as at present constituted, is sectional, partisan, political, unskilled in railway management or railway affairs, unrepresentative of provincial or national interests and that it is entrusted with arbitrary powers in the exercise of which it is not responsible to the Parliament or to the people of Canada; that these conditions are contrary to the principles of free representative institutions and to responsible government and call for immediate remedy.

We have plenty of railway and car-ferry troubles this winter. There is no Minister of Railways to whom we can appeal and if there were one, he would be powerless to help us. Our sole Maritime representative on the all-powerful Railway Board is one, Mr. Sinclair of Guysboro, whose activities and influence so far in our behalf appear to be about equal to those which might be expected from the keeper on guard at the door of the Board Room. And our "solid four" representatives in Parliament tamely accept the situation.

From ocean to ocean the power of this irresponsible Board extends. To it is entrusted public property equivalent in cost to Canada's huge national debt. It holds the power of official life and death over tens of thousands of officials and employees. It is within its power to make or to mar the trade prospects of a province, or a cluster of provinces in the East or in the West, as we know to our cost. Yet it is entirely irresponsible to the people or to their representatives. Ask your representative in Parliament or the government itself to remedy some grievance about freight rates and you will be told, "That is a matter for the Railway Board." Irresponsible.



That Body of Hours

By James W. Barton, M.D. THOSE WHITE SPOTS IN YOUR NAILS

A chap very much interested in Spiritism, New Thought, Clairvoyance, and allied subjects, confessed that he believed in Palmistry also. Questioning brought out the information that he had had his palms read, and the palmist had made the astonishing statement that he was just recovering from a severe nervous breakdown. Now this was really the case and of course he was astounded at such knowledge on the part of the palmist. Now was there really any clairvoyance about this knowledge? None whatever.

Physicians have noted that little white transverse lines with irregular edges often show in people below par physically. Now what does this condition mean? Has it really any significance? Yes, it signifies that the individual possessing same is in a lowered condition of health generally. The blood pressure is low, and there are usually symptoms of physical and mental depression. It often follows a severe illness of some kind, being frequently the forerunner of tuberculous or haemic conditions. Don't misunderstand me, it doesn't necessarily follow these conditions.

Don't get alarmed if you have a few of these white markings in your nails. They are fairly common as a matter of fact. Nor does it necessarily follow that you are going to develop Tuberculosis, Anaemia or other wasting condition.

However it is often a warning sign that you are not in the best of health, that you are in fact low par, and so fresh air, good food, and sensible exercise are at once indicated.

able itself, one of its functions is to shield the government from responsibility. It is a shelter for the Government which it dominates.

Under them the Minister of Railways has become a nonentity. We are told. The Minister of Finance must tax the people more and more to make good their deficits. The Government must meet their demands even beyond or without the consent of Parliament. "We want \$12,000,000 to purchase new rolling stock," said the Board a few weeks since. The money had not been voted; no loan for the purpose had been authorized, but the Government felt that it must obey. Forthwith an Order-in-Council was passed authorizing the issue of equipment bonds for the sum demanded, the equivalent of a mortgage. Thus an entirely irresponsible Board dominates the Government while it controls the inland transportation of the country.

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DODD'S KIDNEY PILLS. MONTREAL, Feb. 14—Henry Hutchison, of the Caledonia Curling Club, won the Royal Victoria Jubilee Trophy and with it the single ring iron playing championship of the world, when he defeated Hugh Drysdale, of Three Rivers by 15 to 11 here on Saturday night. Three Rivers rink with a record of 19 consecutive victories in their own centre, were played to win by four shots.

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