

THE CHARLOTTETOWN GUARDIAN

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PORK PROSPECTS

In recent telegrams it was announced that the British government had decided to place with Canadian packers contracts for ten thousand tons of bacon. It will be recalled that some weeks ago orders ceased and an embargo on such imports was established. The serious effect upon the packing and stock raising industry was impressed on the government and there have been negotiations since then to re-establish the business. It is now announced that orders to the extent mentioned are being placed, and that the restrictions are expected to be removed about March 31st. The open market will be established but Canada will greatly benefit from the fact that the Englishman prefers Canadian to American bacon. The situation as regards beef is not so favorable, but live stock commissioner Arkell is now over there and prospects are good for substantial orders from France. Ten thousand tons of pork means something. In the first place it represents about 666 car loads; in the second place it is estimated that to

supply it will take up two thirds of all the stocks now on hand in Canada. In view of this demand which is now shortly to open the desirability of preparing for it will be evident to all. The pork situation, not in the immediate future alone but for years to come is assured and our farmers would do well to look to their hog stocks. Some discouragement was experienced when the recent temporary drop occurred. In view of all the facts there was no ground for this discouragement. The destruction of foodstuffs and cutting down of live stock in Europe during the past five years must be made up and Canada will be looked to for supplies. In addition to the fact that the above immense quantity of pork has already been contracted for, Germany, it is announced, will require three and a half million tons of grain, one million tons of meat, one million tons of fats. Much of this also must be supplied by Canada so that there is every prospect of a firm market and a good demand for some time to come.

PROBABILITIES OF IMMIGRATION

Control of immigration, in order that the future population of the dominion shall be clean and otherwise desirable is one of the problems now confronting the Canadian authorities and one which, it is pleasing to note is being taken hold of. It was anticipated that immigration would be largely restricted to the people of our own United Kingdom and our Ally, France, and that there would be a large influx especially from these. When the losses sustained in the war by both the United Kingdom and France are taken into consideration it will be seen that the hope for any considerable number of immigrants from these countries has little foundation. Since the war began Great Britain alone lost 700,000 men, the flower of the country's manhood. According to the ordinary rate of emigration in peace times the number of people of all ages leaving Great Britain in five years would be no more than 100,000. Of these not more than 25 per cent would be men in the prime of life as were the 700,000 soldiers who fell. The loss of so many of the flower of its youth is a very heavy one for Britain. It can be taken for granted that the British Government will study to increase the opportunities that are to be found at home for promising young Englishmen, Scotchmen and Irishmen. What it will do by way of implementing its pre-election pledge for the fostering of domestic industry remains to be disclosed. One thing seemingly beyond question is that wages are

to be higher. The grave labor situation in Britain cannot be settled on a low-wages basis. Britain after the war must be industrially different from Britain before the war, and that materially to the advantage of the workers. To conserve Britain's reduced man-power, the British Government must assist industries. If Britain is now trying to keep her useful people at home, some of the countries that formerly welcomed them with open arms are not at the moment holding out inducements to them. The United States is putting up the bars. Canada must get her own soldiers home and establish them in civil life before she can take care of great bodies of immigrants from the United Kingdom. None but people with the physical energies and the financial resources needed to maintain themselves on the land should be brought into this country until our returned soldiers are all well placed. Justice to the latter requires us to suspend our immigration activities for the time being. That many thousands of Britain's fighting men have set their hearts on emigrating to Canada is probable. When we have absorbed all our own returned men into our industrial system, discharged soldiers from the United Kingdom who are able to make their living here will be gladly received. Notwithstanding that they are likely to have a much better lot in the Old Country than they had before the war, still there will be no place like Canada. Canada is the coming country.

THOSE RIOTINGS

All will regret the outbreaks that have occurred recently among the Canadian soldiers in England and Wales and probably no one will regret them more than the soldiers themselves after the excitement has passed over. The trouble at Rhyf, Wales, which was really serious, involving as it did the loss of life, arose from a misunderstanding evidently fomented by one or more agitatory foreigners at that. The idea got abroad that the soldiers were not being disembarked as rapidly as they should be and there was consequent impatience which, skillfully played upon by an agitator, was easily turned into discontent and lawlessness. The truth of the matter is that the troops are being brought across the Atlantic as rapidly as they can be cared for by the railways on this side. It will be remembered that when they landed in Halifax faster than the railways could transport them to their various destinations, some of them clear across the continent, they could not be properly accommodated in Halifax and a protest was sent in to the authorities against bringing them faster than they could be dispersed. Canadian railway hauls are long and Canadian rolling stock is limited. The work done by the equipment available was marvellous although still falling short of the hopes and the wishes of the soldiers and their friends

and it was very properly considered the best policy to hold them in the English camps where they were adequately provided for rather than send them to the disembarkation ports in Halifax and St. John where accommodation was not available. These were the unfortunate circumstances upon which a few malcontents built the dissatisfaction that culminated in the riotous conduct at Rhyf. The Canadian soldiers are, as a class, as well behaved a lot of men as the world can produce; their conduct as a rule, has been in keeping with the glorious record they made in France and Belgium, but naturally there are a few hot heads among them, unfortunately also a few mischief-makers and escapades that began in horseplay and fun have developed, as in Rhyf, into serious disturbances. It would appear as if the soldiers should be made more fully acquainted with the reasons for the delays complained of, more frequently reminded of what their friends are doing for them and hoping for them. The ringleaders in the Rhyf disturbance have been arrested, there will be a full investigation and the guilt placed where it belongs. In the meantime and through life the fullest sympathy of all will go out to the friends of those who, after surviving the dangers of war, fell victims to an ilconceived and lamentable disturbance.

PATTI WAITS FOR THE FINAL CURTAIN

Announcement of the critical illness of Adelina Patti falls upon the ear of this generation like news about the health of Sarah Siddons. Patti seems to belong to another age. It is not that she is so old, for she is not yet eighty, but that her fame has extended over so many years. For sixty years her name has been a household word. Many can remember the time when they thought that Queen Victoria and Patti were the two greatest women in the world, and P. T. Barnum and John L. Sullivan the greatest men. It is difficult if not impossible for even musical critics to say who was the greatest singer in the nineteenth century and to compare Patti, Lind Sembrich and Schalchi with singers like Galli Curci. The vocal artist of one generation, unlike the graphic artist, cannot be compared with the vocal artist of another day. It may be that since the invention of the phonograph this will be possible in the future, but despite the difficulty of forming a proper judgment there are living hundreds of thousands of people, perhaps millions, who will insist that Patti was the greatest singer of the Nineteenth or any other century, either in the past or in the future.

The Child Wonder Her great gifts appear to have been due much more to heredity than to training, for her mother Caterina Barilli was a famous singer of the old Italian school, and her father, Salvatore Patti, a tenor of note. Adelina was born in Madrid and was brought by her parents to the United States when she was a mere infant. For some little time the parents sang in grand opera and then one day the impressario failed or absconded and they were reduced to want. They pawned, one by one, their valuables, and seemed on the point of absolute destitution when the thought occurred to them of producing their young daughter, aged seven. She had even then a remarkable voice, for she had been taught music both instrumentally and vocal almost from her cradle. Recalling her debut, Patti said that she sang nothing but florid arias, including the "Uno voce poco fa" from the Barber of Seville, and she added that she sang it then with just the same embellishments that she employed many years after. The first concert was a success, and the child was hailed as an infant prodigy. She sang several times and helped restore the fallen fortunes of the family.

Her Wise Teacher Patti owed much of her success to Maurice Strakoch, her teacher, who perceived that if she continued to sing as a child it would ruin her voice in later years, and who also saw that she had the opportunity of becoming one of the world's greatest singers. He permitted her to sing only occasionally until she was seventeen, when she was formally introduced to music-lovers in New York. She created an instant sen-

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SLANDED

An easy way to harm a good man is to slander him. Few good men have escaped this fiery dart of the enemy. Let no one who has been attacked by a lying tongue think his case is peculiar. No weapon is so hard to defeat. Men have tried to stop a lie, but often with no success. One who is slandered may deny the accusation indignantly, but the denial will not cure the evil. Slander will travel a thousand miles while the denial is going one short mile. The atmosphere of this world seems to be favorable to the rapid circulation of an evil report. Hundreds will believe the evil rumor where one will believe the denial. What can a man do in such a case? What shall he think when his good name has been tarnished by a wicked falsehood? It is not half so bad as it would be if the story were true. How glad such a man should be that the thing is false. He is not what men say he is. Jesus says, "Blessed are ye when men shall revile you and persecute you, and say all manner of evil against you, and say all manner of evil against you falsely for my sake. Rejoice and be exceeding glad." Jesus does not seem to consider it a dreadful thing when one is slandered. He tells us to rejoice and be exceeding glad. If the story were true. See to it that no one shall ever say evil of you truly, and all shall be well.

HINTS FOR THE MOTORIST by ALBERT L. CLOUGH Editor Motor Service Bureau Review of Reviews

THE SMALL CAR AND HIGH SPEED

For High Speed Driving Use A High Speed Car Very fast driving is always excessively expensive as compared with driving at moderate speeds. If a person habitually works himself to the limit or in other ways "lives fast," his health and longevity are thereby sacrificed and it is the same with a motor car. It is credibly stated that the tires on a car, driven at an average of fifteen miles per hour, give twice the mileage of those on a car driven at thirty miles per hour average speed. Overcoming the extreme air and road resistances and high internal engine losses incident to very high speed, makes excessive inroads upon fuel and oil supplies. The increased expense for repairs is, however, the heaviest penalty imposed for indulgence in exorbitant speed, not only because the rate of wear and the risk of breakage becomes unduly high, not because the liability of accident is enormously increased. There are many large, powerful cars, driven by engines of very perfect balance and fitted with running gears of great stability, that can be driven as fast as even an extreme speed devotee

cares to drive, without any lack of trolability or signs of distress upon the part of the power plant. Such cars are designed for high speed operation and while the law of the costliness of high speed inevitably supplies to them, operating them very fast is not unreasonably injudicious. Indeed, the possible speed of such cars is so high that they are seldom driven nearly to the limit of their capacity. There are, on the other hand, a vast number of small cars, with four cylinder engines of rather crude balance, geared very low and with small wheels and running gears of only moderate stability. Such cars when driven at two-thirds the speed at which a big car can perform with ease, are operating at nearly their utmost speed. Controlability is usually far from being absolute, if indeed adequate for safe operation and the engine shows distress by the most noticeable and disagreeable vibration. Such a car is not intended for high speed use and will prove extremely costly to maintain if used in this way. No piece of machinery operated at its limit of performance long proves satisfactory. If one must drive furiously one should use a big car, having surplus speed capacity, and not push a little car to early destruction.

Questions of general interest to motorists will be answered in this column, space permitting. Address Albert L. Cough, care of this office.

ation, and her master desired to take her on a tour through Mexico for which tempting offers had been made, but when she learned that there were brigands in that country she refused to go, thus giving an early demonstration of the fact that she possessed temperment. She continued to sing with great success in American cities, and then was taken for her European debut to Covent Garden in 1861. In London she arrived practically unheard of, and there she enjoyed one of the supreme triumphs of her career. She was hailed as the greatest singer the world had ever heard, and even the low brows wept to hear her sing "Home, Sweet Home" and "Way Down Upon the Suwanee River."

A Great Moneymaker

From one capital to another she went through Europe, her tour a veritable triumph. Even her greatest rivals—if it could be said that she had indeed rivals who was unrivalled—admitted the glories of her voice. Money came to her in quantities undreamed of by an artist up till that time. On the occasion of her visits to the United States she was paid at the rate of \$5,000 for a concert. It is not on record that any of her impressarios ever made anything out of her. On the contrary they usually went broke, but Patti did not worry. She used to insist that the \$5,000 for the evening's engagement should be paid her in cash before she left her dressing-room, and the money she made she saved. Those most jealous of her could never assert that she was a spendthrift, and it certainly was not under her auspices that the saying came into use about anything being sold "for a song," nor the other wheeze about "art for art's sake."

DODD'S KIDNEY PILLS

Railway and Steamship Tickets

No matter how long or how short your journey is to be, whether by land or on the sea, you are vitally interested in the selection of the best route. You wish to purchase your tickets with a little inconvenience possible and you wish to know that you are getting them at the lowest price for which the accommodation you require can be purchased. I sell tickets over every railway line operating in Canada or the United States and have Ocean tickets and baggage labels of all the leading Transatlantic lines of steamships and am prepared to furnish you on application the fullest information as to rates, routes, time tables, dates of sailing of steamers, etc. and I also believe I can offer you better ticket service than any other ticket office in Prince Edward Island. Try the others and then try this office or try this office and then the others and see where you can get the best service and the most information. At the present time I particularly solicit your Canadian West business. I sell tickets over all the leading lines, Canadian National Railways, Canadian Pacific Railway, Grand Trunk Railway and Grand Trunk Pacific and will sell you tickets by the most convenient route to the point you wish to reach, giving you one ticket from Charlottetown to destination on which you can get your baggage checked right through. I also make all your sleeping car reservations over all the different lines without any charge for telegrams. You will make a mistake if you start your journey without calling at my office or writing me.

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