

THE CHARLOTTETOWN GUARDIAN

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President:—Major A. A. Bartlett
J. S. Burnett, Editor and Publisher.
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WEDNESDAY, OCTOBER 22, 1919.

THE ONTARIO ELECTION.

The Ontario provincial election, furnished still another surprise and further evidence of the unrest prevailing throughout Canada and the world. Unlike the ordinary course of elections when victory perches upon the banner of one or the other party, the Ontario electors threw down both parties and selected an entirely new one. The Liberal party failed to increase the number of seats held in the previous legislature while the Conservatives lost about 50 per cent.

It is significant of the present unrest that popular opinion sought an entirely new party. The Liberals had an unenviable history. The two chief Liberal newspapers in Toronto asked Liberal Prohibitionists to vote for the Hearst Government. Mr. Dewar's two predecessors in the leadership opposed him. Mr. Dewar, according to Mr. Rowell, was the rising hope of the liquor interests and Mr. Proudfoot, ran as an Independent. On the other hand the Hearst government was admittedly one of the best governments the province ever had. It was the recognized temperance party and the Hearst policy was adopted overwhelmingly in the Prohibition plebiscite.

What the new government will be it is at present impossible to forecast. It will be a farmers' government, the government of an entirely new party, a party without a political past and with probably an uncertain future. It is possible that complete returns will make a few slight changes. In any case the Hearst Government remains in power until the House meets and no doubt there will be some consolidation and readjustment of the parties elect in the meantime.

DIMINISHING POPULATION.

Prince Edward Island is the only province in Canada whose population is declining. In 1891 we had a population of 109,078, an increase of 15,000 during the previous twenty years. In 1911 our population was 93,728 a decrease in the previous twenty years of 15,350. The next census, in 1921, will probably show a further decline.

Prince Edward Island is the richest province in Canada per head of population. It has practically no waste lands, only fifteen percent of its total area being uncultivable. Its soil is rich and easily cultivated; its climate is at least as good as that of any other part of Canada, and better than most. Yet, year after year our men and women are going elsewhere to make a living. What is wrong?

There is a certain proportion of our young men and women who, perforce, must go to where there are larger opportunities; this cannot be avoided, yet as an agricultural province our agricultural population should not only be holding its own but increasing.

It is well known there are hundreds of acres of land in this province that are not cultivated, that are not even occupied. It is known also that thousands of acres of our occupied farms are not worked to anything like their capacity. As a matter of fact many of our farmers are land poor, spreading their energies over half or less than half cultivated fields, keeping themselves poor by trying to extract crops from land that is too poor to produce a paying crop.

Quite a number of our farmers have abandoned this method of farming and now concentrate their energies and their time on just as many acres as they can attend to properly. Wherever this method has been properly tried the result has been most satisfactory. It has been proved that ten acres given the attention and the fertilizer previously wasted on thirty or more give a bigger and very much more profitable return. These farmers have become rich by reducing their cultivated areas and cultivating them intensively, by substituting one good cow for two or three "boarders" that had been "eating their heads off," by using only pure seed, by keeping only the best stock, by producing only the best.

If our whole province were intensively cultivated our population, instead of decreasing year by year, would increase very rapidly as the exodus now in progress would practically cease. We have ample room for a population of half a million and could have it if we adopted saner methods of farming and made a bid for immigrants. Population is the one thing we need more than any other to ensure greater prosperity. Our banks, our merchants, our industries would be benefited by the increased custom; home trade in every department would be stimulated, industries would be introduced, our schools and churches would take on new life.

How are we to induce immigration? This question has been discussed for many years and practically nothing has been done. There are at least two things that must be done if we are to induce immigrants to settle here: First tell them of our opportunities. This could be most effectively done by publishing annually a full report of our exports and imports. This would show the wealth and the possibilities of our province as nothing else could. Second, go after the immigrants. There are thousands of tenant farmers in England, Scotland and Ireland who would gladly avail themselves of an opportunity to own their own farms in a country in which schools, churches and social advantages are available. A live representative could secure enough of those to take up our vacant farms and to purchase any that might be on the market.

Shall we adopt these or some other means of improving our position or go on "fading away" until our population has fallen to the vanishing point?

HINTS FOR THE MOTORIST BY ALBERT L. CLOUGH

IS CARBONIZATION DUE TO OIL OR "GAS"?

The Principal Plague Of The Motorists
In the early days of American motoring carbonization was never mentioned and seems not to have been recognized, but sometimes in the rather early nineteen hundreds, it and its effects were noticed in technical circles although it was hardly considered by motorists in general. Since that time its malign importance has steadily increased, until now it is one of the principal plagues of motoring. For a long time, carbon deposits were attributed almost entirely to the destructive distillation of lubricating oil, which entered the motor's combustion spaces, under the intense heat of the burning gases and this view is still very widely held. After a while, however, it was hinted that the residue of imperfectly consumed fuel was also an important factor in building up these troublesome deposits and analyses showed them to contain much mineral matter, derived from road dust, as well as carbon and partly carbonized materials. Rather recently, there has appeared a tendency to relieve lubricating oil of much of the blame for these accumulations and to attribute them more and more to the dense and heterogeneous fuel now in universal use. Seemingly there is good ground for this changing view, based upon evidence such as this: Early gas engine cylinders were a development from steam-cylinder or oil and was less adapted to withstand excessively high temperatures than that now in use. The art of boring cylinders and fitting pistons and rings was at first decidedly crude as compared with what it is at present and lubricating systems were but imperfectly developed, so that it would seem that if carbonization were an evil it should have been gradually diminished up to the present time instead of increasing by leaps and bounds as it actually has. Furthermore, the "real gasoline," as first used in motoring, was practically homogeneous fuel that would evaporate completely at ordinary air temperatures and could not readily be "cracked" or decomposed by heat, to form solid residue, but since that time the fuel known as gasoline has gradually become a mixture of hydrocarbons of the widest range of volatility only a small fraction of which will evaporate at ordinary temperatures, of which certain components cannot be lighted with a match, in bulk and certain fractions of which are readily decomposed so as to yield solid products. If carbonization were a fuel evil, it would have increased up to the present time just as, in fact, it has. The case is something like this, with steadily bettering lubrication conditions and rapidly "worsening" fuel conditions, carbonization has rapidly increased. Which should the result be laid to — oil or fuel?

Daily Selections for Guardian Readers

Furnished by W. S. Louson

BITS OF VERSE

The Crutches' Tune.

Down the street, with a lilted swing,
Each so bright that never a thing
Seemed to harrass, so proud were they.
One leg gone, but their hearts were gay.
Chickety clack, went the crutches' tune.
God! How can they be brave so soon.
Brave, when I can not keep back the tears,
Thinking ahead of the crippled years.
With a rhythmic swing they passed me by.
And although, at first I wanted to cry,
I didn't, because on each smiling face
Was the peace of God and the pride of race.
And the splendid pair, each with one leg gone,
Swung out of sight to the crutches' song.
And I thought I would give all my future joys
To feel just like those Canadian boys.
All night long, like an ancient rune,
Rang through my dreams the crutches' tune.
I shall never forget, though I'm old and gray,
The song that the crutches sang that day.
—(Elizabeth R. Stoner, in Everybody's Magazine.)

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Maritime Board of Trade

WOULD PROPOSE THAT A MARITIME EXECUTIVE COUNCIL BE FORMED, SAYS MR. J. O. HYNDMAN

(From the Busy East)
In response to your request I have pleasure in sending you some ideas gained from the meeting of the Maritime Board of Trade which recently met in Moncton.

To my mind a subject discussed that seemed worthy of most serious consideration was that of "Maritime Union." I was obliged to leave the Convention before this discussion was well advanced and consequently was unable to take any part.

Throughout the whole Convention however, it was quite evident that all speakers were practically unanimous in their approval of some kind of union needed if the Maritime Provinces were to hold their own.

It was generally expressed that the members of Dominion Parliament fail in the majority of cases, to appreciate their responsibilities and neglect to consider the advice for which they were elected. That as a consequence the vital question of transportation has been side-tracked and neglected to a large extent in Maritime Canada, while the rest of Canada has been receiving more than its share. Take the case of Prince Edward Island—an agricultural Province, where 85 per cent of the people are producers on the land—our history of transportation (the result of both Liberal and Conservative Governments) shows that it has been simply an outrageous wrong to the smaller and weaker Province. To Sir Robert L. Borden alone remains the credit for the present Car Ferry Service, as before he became Prime Minister he made the statement in terms of Confederation, Prince Edward Island had not been treated fairly in the question of transportation, that it was not a matter of cost but a question of honor between Canada and Prince Edward Island and if he was returned to power, every effort would be made to give the Island the transportation service it was entitled to.

The Car Ferry Steamer was supplied as an experiment and proved a successful venture. This was after forty years of neglect. Do the people of Canada realize what the failure to honor the bond of the Dominion with Prince Edward Island meant to the prosperity of our Province?

As one instance I would relate that being unable to market our products for from four to five months during the winter season, we had to rush out of the Province by steamer and sailing vessel, the bulk of our surplus products before closing our navigation, often at the lowest possible returns. To receive some idea of our loss thus suffered, any one can turn to the "Canadian Year Book" of the last year of census—1911—and there will find that our field crops, P. E. I. received an average per bushel of 60c., whereas Nova Scotia and New Brunswick received \$1.00 per bushel, not that we do not produce as good products but the fact that the latter two provinces have had the facilities to reach the market at all seasons and are therefore able to see at the most advantageous time of the year. The loss to Prince Edward Island in this regard is incalculable but would run into hundreds of millions of dollars, as you will take into consideration as well the curtailment of production and loss of population.

When the Car Ferry proved successful, naturally it was expected that the railway would be standardized as a "War" measure, the Province producing what was so much demanded to feed the Soldiers and Sailors overseas as well as the folks at home. This was refused last year when a start was made.

A questionable undertaking to many such as the Hudson Bay Railway is being expended (if at the same rate as other Government Railway projects) hundreds of millions of dollars, supposed to be for an Ocean Outlet for Western Wheat. It is claimed by experts that the Hudson Bay Railway scheme is not feasible, owing to the shortness of the season, the necessity to provide specially built ships on which the rate of insurance on ships and cargoes would be prohibitive. The present contention that the railway will open up a splendid country is no doubt correct, but that was not the idea that originated the scheme.

I do not refer to this with any intention of knocking but to show that expansion and development is being curtailed in the East while influence in other parts of Canada can carry on untried and unpopular schemes not really essential at the time and requiring the expenditure of hundreds of millions. We all know how to our sorrow, that the "Grand Trunk Pacific" was built at a time when our attention and financial effort should have been turned to building up, in a strong Canadian Merchant Marine, and developing our Atlantic Ports, which is now only getting underway. Orders every week for millions of dollars from Europe are going to the United States because we lack the necessary tonnage. If we had the Merchant Marine we should have Railroad development would follow as a matter of course.

The Atlantic Ports of Canada are not now receiving all the attention they should be and in a few years with the great development coming in trade we will find that these Ports will not be able to cope with the increase in traffic, and as a result Canadian trade will be forced to divert to the United States Ports. Is not a great deal of the present unrest caused by inferior transportation and consequently inadequate distribution?

I know in our own Agricultural Province of Prince Edward Island with adequate transportation, we would prosper to such an extent that large numbers of our people in the Eastern States, Western Canada and industrial centres would be attracted back to the land and our production would in a short time be treble what it is today. Does this not all lead us to think seriously of the necessity of getting more closely together in Maritime Canada to advance our interests in which we have so much in common?

We have been partners of this great Dominion but we have not shared as entitled to, in its profits. We have contributed to the upbuilding of all these great Railways, but others have received most of the benefits. Probably no Province desires to lose its identity as a Province, but, if say Nova Scotia has a grievance and needs to strike for its just rights, would it not be to their advantage to have "Maritime Union" at its back? In these times of reconstruction the powers that be must be made to realize that the Province small in area has rights that must be recognized. Just the same today as it the case of the Employer and Employee, in order that harmony exist, there must be a spirit of fairness exhibited to the small wage earner.

The liberty and rights of the small Nation are being recognized since the World War, as never before. The same spirit of fair play must be exercised within the Nation by those directing affairs, as if one or more Provinces endeavor to over-rule or swamp the smaller friction and bad feeling commence and the Nation eventually loses in the same manner as Capital and Labor, by pulling in opposite directions.

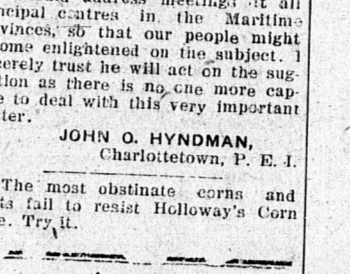
While a political union of the Maritime Provinces may be undesirable or impossible, still a union of forces might be satisfactorily worked out. I would propose that a Maritime Executive Council be formed, composed of a certain number to be chosen from each Provincial Parliament together with the President of each Provincial Board of Trade, (to be formed.)

This Maritime Executive Council will have a permanent paid Secretary for each Province to keep in touch with all Boards of Trade and have in hand all important questions to be dealt with. Co-operate with members of Parliament and Senators and have an Office of the Maritime Executive in Ottawa during sessions of Parliament.

I suggested when in Moncton that Mr. H. J. Logan who has given so much thought and study to the question should address meetings at all principal centres in the Maritime Provinces, so that our people might become enlightened on the subject. I sincerely trust he will act on the suggestion as there is no one more capable to deal with this very important matter.

JOHN O. HYNDMAN, Charlottetown, P. E. I.

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