

The Charlottetown Guardian

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THURSDAY, MARCH 22, 1917

OPPORTUNITIES LET SLIP

The Guardian has placed before its readers extended reports of the speech delivered by the Leader of the Opposition and Premier Mathieson's reply. We do not wish to be unfair to the Opposition, they have a difficult task to perform in their endeavour to find campaign material from the record of the Government, but we do commiserate with them in the spectacle Mr. Bell has made of his party throughout the length and breadth of the Province. Surely no Opposition Leader in the history of the Legislature has left himself open to, or has received, such a deserved trouncing from his political opponent as Mr. Bell received from Premier Mathieson. In measured, calculated language the Premier took up each point which Mr. Bell had sought to make, and proved conclusively, not only that Mr. Bell had no ground for his allegations but that he had gone out of his way to manufacture "facts" with which to back them up. As the Premier put it, Mr. Bell "builds his rotten foundation and then erects on that a fabric of slander and falsehood and wonders why it should fall." No leader who attempts deliberately to mislead his own people can possibly attain victory with honour. He may steal a chance victory, make a temporary advance but the moment he comes in contact with the forces of truth armed and equipped with solid fact and substantial argument, that moment his own armament of falsehood and misrepresentation falls him and disaster and dishonour are his just recompense.

Mr. Bell inaugurated his leadership with low-down, contemptible tactics. We need hardly recall that, against the better judgment of many old-time Liberals, he launched a disgraceful and entirely unwarranted slander against the fair name of Hon. James McNeill, Commissioner of Public Works. The result was the biggest victory for the Government ever recorded in Souris district. At the Special War Session last summer Mr. Bell predicted that the people would rise against the war tax and that voluntary contributions would be killed. The very reverse has been the case. From every district reports show that the people have paid their taxes more readily and willingly than ever before, and gave as their explanation their desire to pay the war tax. Far from drying up the wells of charity, the voluntary response to the Patriotic Funds has been more generous than ever before. Mr. Bell's essays on prophecy have thus proved lamentable failures. As Premier Mathieson put it, in order to interpret Mr. Bell, one must take his meaning to be the very reverse of what his words convey.

Now in the present session, at its very opening, Mr. Bell has been proved to be a totally unreliable critic, one whose statements cannot be accepted without verification. How possibly can the Opposition in the House and the Liberals in the country have faith or confidence in following such a leader? Surely the first essentials of leadership are reliability, trustworthiness, the placing of the public weal before the gratification of personal animus and petty ambition. Mr. Bell on three occasions has had the opportunity of rising to the heights of statesmanship and has failed to respond to the test. We may now assume he is constitutionally incompetent to do so, and that opportunity will not knock at his door a fourth time.

THE PRESBYTERY'S RESOLUTION

Elsewhere on this issue we publish the report of the meeting of Presbytery held in Charlottetown on Tuesday last. In the body of the report there is a resolution on the temperance question which will be read with mingled sympathy and surprise—sympathy with the great cause which this, the executive of one of the largest religious bodies in the province, is seriously endeavouring to promote, and surprise at the criticism offered regarding "the law as recently amended."

To quote from the resolution, Section 4, "Resolved that we regret to discover that, under the law as recently amended, no conviction can now be made through

proof by analysis, making it practically impossible to secure convictions for selling beer, whatever the percentage of alcohol it may contain.

It will be remembered that one of the greatest difficulties complained of in connection with the enforcement of prohibition was the fact that the law, before being amended, permitted the sale of beer which contained less than three per cent. of alcohol. As the alcohol in all beers was the principal attraction vendors of this beverage naturally went as near the percentage limit as they could, with the result that they were as often above it as below it, and that, whether above or below, it was always found difficult, if not impossible, to determine even by analysis whether the limit had been exceeded. The result was that the sale of beer—presumably within the legal limits—became general. It was being "legally" sold chiefly because its illegality was difficult or impossible to determine. Because of this, it was alleged by temperance workers, there was considerable drunkenness and practically all efforts at conviction were frustrated by the fact that no beer containing more than the prescribed three per cent of alcohol could be found by raiding or otherwise.

The government accordingly amended the act making the selling of beer illegal regardless of its alcohol content. So long as it is beer it is illegal to sell it and we have it on the authority of the Stipendiary Magistrate that in every case that came before him for beer selling a conviction was secured when proof was adduced that beer was sold. There was no question as to how much alcohol it contained; if it was beer and was sold the seller was convicted. The result of this has been that today there is not a beer shop in Charlottetown so far as the authorities can find out. These are facts regarding which the reverend gentlemen who adopted this resolution must have been misinformed.

Another portion of the resolution, the purport of which is somewhat vague, is the conclusion of clause 3 which, after stating that neglect of the enforcement rests largely upon the officials and must "in turn rest upon the government that has appointed them and is responsible for seeing that its officials do their duty whether these officials are acting directly under them or under a commission appointed by them."

In anticipating the duties of a commission or even the appointment of one, are not these gentlemen a little "previous"? Some time ago The Guardian suggested that, as the temperance question had been made a political football of and as every amendment made by the government, even at the instance of temperance workers, was being politically criticized, the administration of the Prohibition Act be placed in the hands of a commission, independent of the government, independent of politics and with a free hand to administer the law as they saw fit. So far as we know this has been the only reference publicly made to the matter. It has been discussed privately no doubt and very favourably by many sincere friends of temperance, but the government has not yet expressed any opinion as to the advisability of such a course or whether it is the intention to appoint such a commission. The commission would certainly not suit the purpose of those who have been and are making political capital out of the enforcement or alleged non-enforcement of the Act and it may well be suspected that the after thought in this resolution emanated, unconsciously to these reverend gentlemen, from this source.

As to the "enforcement by our officials" of the recent Dominion legislation which has hitherto been allowed to remain a dead letter," it is only fair to state that as "the recent Dominion legislation" was enacted since the last session of our provincial legislature there was no other course open than to allow it to remain a "dead letter" until legislative action could be taken upon it.

We feel assured that the members of the Presbytery had in view the best interests of the province and of temperance in passing this resolution, but it is to be regretted that before taking such action they had not enquired more minutely into the accuracy of the information upon which their resolution was based.

NOTES

"You can't make omelets without breaking eggs. Of course there are mistakes. Critics? Of course there are critics. The critics are readymade. As for myself, I have no time at such a crisis for criticism. I am behind the clear-eyed purpose of the Premier of Canada, and so are the people of Canada. The time now is to stand under the flag we love and stand behind a Government who in history will go down as having done well. I am behind this Government, and I believe the people are behind this Government until the war is won beyond all doubt."—Dr. Michael Clark, Liberal M. P.

RUSSIA AND GERMANY

BY CHARLES SAROLEA.

XIII.

Securely entrenched in the Russian Court, in the Army, in the Bureaucracy, in the Universities, in the Diplomatic Service—the Germans secured a no less commanding influence in the Russian industry. As we have already pointed out, Russia, until recent years, had remained an agricultural country without a middle class. The trade remained almost entirely in foreign hands. Already in the Middle Ages, Russian cities, like Novgorod, were affiliated to the German Hanseatic League. In the sixteenth century adventurous English explorers and traders, whose exploits are amongst the most thrilling of Hakluyt's voyages, tried to oust their German competitors, but they utterly failed. The Russians themselves are excellent traders, and the merchant guilds of Moscow have been for centuries a powerful and commercial organization. Even today you will meet in Moscow unassuming Russian merchants leading the simplest of lives and possessed of enormous wealth. But the Russian merchant is generally conservative, unenterprising, a bad investor, and unadventurous in his tastes. They are scarcely a match for the foreigner. In recent years British and Belgian traders, as well as Jews and Armenians have shared in the enormous trade of the Russian Empire, but the Germans have secured the lion's share.

And what is true of Russia trade is equally true of Russian industry. The liberal economic policy of Witte has created in one generation powerful industrial centres in Central Russia, and especially in Poland. Here again the Germans have benefited more than all their competitors to a large extent. The Manchester of Russian Poland, has ceased to be either Polish or Russian, and has become a German manufacturing town. Capri, Bismarck's successor, negotiated with the Russian Government a treaty of commerce with grave enormous advantages to German industry, and if the German Government had continued to show the wisdom of Bismarck and Capri, Germany would certainly have profited more than any other country by the commercial expansion of the Russian Empire.

XV.

It might have been expected that a German influence so absolutely supreme in every sphere of society, in every walk of life, should have extended to the lower classes. But the common people were never affected by German methods, and remained untainted by the German spirit. To the Russian, the German remained the alien enemy, the Russian peasant, with his simple ways and his child-like faith, a mystic and an idealist, has an instinctive antipathy to the modern Prussian, who is an implacable realist, selfish, calculating and aggressive. The "peasant" was with which the Russian people have resisted and escaped Prussian influence is not the least convincing proof of the soundness of the Slav character.

XVI.

We have seen German influence supreme in the province of the practical, the tangible, the useful. It is all the more remarkable that it should be insignificant in the sphere of the ideal and of the beautiful. In Art and Literature the influence of Germany has been purely superficial. Although the beautiful Russian language has often been spoiled by the influence of cumbersome German syntax. With the exception of Nietzsche, no German writer has left his mark on Russian literature. The literature of Great Britain has been much more extensive, and has grown enormously during the last generation. But it is the literature of France which has been the dominant factor in the literary life of Modern Russia. The fascination of French culture has been as old as Russian culture. Catherine II. was the friend of Diderot and Voltaire, and herself translated French masterpieces into Russian. The French language has been the language of diplomacy and society. Readers of "War and Peace" will remember how the noblemen of the Petersburg salons denounced the French usurper in the language of Voltaire.

XVII.

We have sufficiently proved that Germany has been a formidable factor in the whole past history of the

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson.

THE WAR WORKER.

I left her Just a little bit of fluff— High heels and frills and powdered nose— Good enough For theatre or dances: pretty clothes And ripping hair—but just A playtime girl. Monday last "Blighty" saw me back again: Shoulder chipped, and gassed a bit, Not much pain, But wanting peace and rest— Oh! lots of it! Not fooling round—but just One woman's love. I found her Working in the city every day To let some man away to fight, Not so gay She seemed—the powder, frills and fluff away. Less pretty p'aps—but just My real best girl. K. J.

Russian Empire. We may hope that after the war German influence will be a thing of the past. After the war it is not German political ideas and German institutions, but French and British ideas and institutions which will mould the destinies of the Russian Empire. The elective affinities between the Russian democracy and the French and British democracies will assert themselves and will eliminate the mischievous and reactionary influence of Germany. We have seen how catrily German power has been artificial and imposed from above, how it has been the outcome of the dynastic connection. But in the meantime the German influence supreme before the war still subsists and still constitutes a danger which it would be extremely unwise and unstatesmanlike to ignore or to under-rate. We must therefore guard ourselves, so that when the day of settlement comes the subtle and subterranean German forces shall not make themselves felt, and that the Teutonic Monarchies shall be frustrated in their supreme effort to obtain a power which has been so fatal to the liberties of Europe and to the free development of the Russian people.

(End.)

CLOSING OF ESTABLISHED STEAMSHIP ROUTE

(By J. F. L.)

With the withdrawal of the Cascaedia from the Montreal-Island route terminates for the present, at least, the sailings of one of the oldest established steamship routes in Canada. When it was decided that the provinces of British North America were to unite with the Dominion of Canada it was necessary to unite the Maritime Provinces with Upper Canada by steam communication, until such time as rail connection was established. With this end in view a number of merchants of Quebec met together and on February 27th, 1867 organized a company called the Quebec and Gulf Ports S. S. Company. The first steamer to be run on this service was the paddle wheel steamer "Secret" of 467 tons. This steamer was a blockade runner during the American Civil War, which, with the steamer "Gaspé," another blockade runner, both of which were fitted with passenger accommodation and on the opening of navigation in 1867, the service was commenced, the ports of call being Gaspé, Pierre, and Paspébiac, Quebec, Dalhousie, Chatham, and Point du Chêne in N. B., Charlottetown, P. E. I., and Picton, N. S. The steamers carried the mails and received a subsidy for so doing. In the latter part of 1868 the steamer "Damburton" of 750 tons was purchased and renamed the "City of Quebec." She was a superior steamer both for passengers and freight, but her career was short, as she was lost in collision with an Allan Line boat below Quebec on May 1st, 1870. In the summer of 1872 the paddle steamer "Teazer," a blockade runner, of 730 tons was purchased and renamed the "Miramichi," was placed in the service and in conjunction with the "Secret" conducted the service for many years. The "Miramichi" was a paddle steamer of good speed and will be remembered perhaps more than the first steamers of this line, by the people of the present day. In 1876 the opening of the Intercolonial

Railway was the cause of the government discontinuing the subsidy, and as the company had to meet heavy competition in the freight business from the railway it was necessary to find a new route for some of their steamers in order to make them pay, and several of them were transferred to the West India trade, sailing from New York, which service is still being continued by the fine modern steamship, "Bermuda," while the new floating palace the "Was De Montes" is expected to be in the service in a short time. In 1880 the name of the company was changed to the Quebec Steamship Company and continued as such until it was absorbed into the Canada Steamship Lines. Mr. Arthur Ahern, of Quebec, who had acted as secretary and managing director with excellent satisfaction during a long term of years retiring from active work. In 1895 the steamer "Campana" a twin screw passenger and freight boat was purchased and placed in the service in place of the "Miramichi" and gave an excellent service until it was lost by running on the rocks a short distance below Quebec early in the summer of 1906. For the balance of that season the service, with the exception of that to Summerside was conducted by the "Trinidad," one of the West India boats and in the spring the "Cascaedia" which had been secured the fall before and converted into a passenger steamer equal to anything in inland service, was in the service, and continued to make regular trips up to the close of the last season. Up to two years ago the steamer in this route made calls both ways at ports on the Gaspé coast, but on the opening of the railroad to the Gaspé peninsula a change was made, the Cascaedia calling at different ports on the North Shore of Quebec, where she conducted the mail service, instead of the Gaspé ports. In 1874 steamers of this line included Summerside as a port of call and the company appointed Mr. Jacob Schurman as their agent, which position he continued to fill until his death in May, 1890, when it was succeeded by his son, Mr. W. G. Schurman, who still continues to carry out the duties of this important position. During this long period, with the above gentlemen, they have always enjoyed the confidence of the patrons of the company's boats as well as that of the management and the increased business of the past few years is due in part to the personality and ability of the agent, as well as the popularity of the Cascaedia as a passenger and freight boat.

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SAXON "SIX" A BIG TOURING CAR FOR FIVE PEOPLE New Series Saxon "Six" From the standpoint of radical departures in design this new series Saxon "Six" is unchanged. But in a score of ways it is a better car, a greater value than ever before. The events of the past twelve months have conclusively proved the fundamentals of Saxon "Six" construction to be as advanced as is possible in the light of present-day automobile knowledge. This is evident to the public. As evident as it is to ourselves. Nearly everybody now concedes Saxon "Six" to be a car of uncommonly fine quality—one of the very best cars in the world regardless of price. So attention was turned to refinement where refinement seemed possible. These newer attractions naturally group themselves into two classes—those that are evident at a glance and those that reveal themselves in smoothness, abler performance. In the first class, of course, is the new body. It has been built roomier than ever, and more comfortable. You'll find the doors wider, entrance and exit easier and more convenient, and the cushions are softer and deeper. There is little need to speak of the new mode body lines. They impress themselves upon you in the first look. In the second class of improvements comes the 2" crankshaft and other detailed improvements in the motor. Probably it is in these motor refinements we take the greatest pride. Mainly because it seemed impossible to better the Saxon "Six" motor. But it was finally found possible to make smoother and more supple even its smooth and supple power-flow. Even more rarely than formerly will Saxon "Six" owners resort to gear shifting. In behalf of greater strength and safety the brakes are now a full 12 inches. And the wonderfully easy-riding qualities of Saxon "Six" have been heightened by the 41 1-2 inch rear springs of full cantilever type. Saxon "Six" is \$1175. f. o. b. Windsor. W. K. ROGERS General Agent for Prince Edward Island