

THE CHARLOTTETOWN GUARDIAN

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WEDNESDAY, DECEMBER 13, 1922.

RAILWAYS AND POLITICS

Sir Joseph Flavelle, until recently chairman of the Grand Trunk Railway Board, a position which he filled with distinction for a number of years—the last year under the MacKenzie King government—has some doubts as to the possibility of politicians keeping their fingers off the railway administration.

At the banquet in Montreal, Sir Henry Thornton some nights ago he made this significant statement: "The most critical will accept the declaration of the government's policy as satisfactory. Frankly I have seen little evidence of its observance. I wonder if it can be observed in the form stated."

Clearly he meant the MacKenzie King Government or he would not have used the definite article Sir Joseph, with the Lanark campaign in mind, naturally did not feel enthusiastic over the bonafides of the government's promises to keep politics out of the railway management. Mr. MacKenzie King had stumped the riding openly boasting that his government had secured for the Grand Trunk railway employees the back pay which they had struck for and which the Meighen government had refused to interfere with, as it was a matter for the Railway Board exclusively and the Meighen government had decided to leave the administration of the railway entirely in the hands of the Board. Mr. MacKenzie King who had been a year in the saddle saw no reason to interfere "politically" in this matter until a few weeks before the Lanark election. Then he interfered with good effect and during the campaign some \$50,000 of this back pay was being distributed among the erstwhile striking railway men! Smith's Falls, one of the Grand Trunk Railway centres was especially appealed to on behalf of the government candidate because of Mr King's good offices on behalf of the railway men! Is it any wonder that Sir Joseph Flavelle was skeptical.

Much has been said about the railway administration under the Borden and Meighen governments and many charges of political interference have been made by Liberal politicians, but against this we have the public declaration of Mr. D. B. Hanna, chairman of the late Railway Board, that the government had never in any way interfered with the Board's management of the road. We also have to the credit of the late Board the fact that during its tenure of office the operating deficit of \$36,000,000 on the Canadian National Railways was in the last two years converted into a surplus. If, under the present management, such a showing is made we shall join in the congratulations to which Sir Henry Thornton will be as richly entitled as was Mr. D. B. Hanna whose valuable services have been acknowledged by Sir Henry Thornton himself but which received nothing but abuse from the Liberal press and dismissal by the MacKenzie King government.

FOX TAXES

It would appear that the scheme of fox taxation under the present administration has resolved itself into a get-what-you-can performance. We have been shown a tax notice received by the Upton Silver Fox Company demanding \$1,000 per fox on a valuation of \$1,000 per fox. Others we learn have been at six hundred dollars but they kicked with sufficient force to secure the intercession of the legislature—big.

preferably a rancher and a Liberal—the tax has been whittled down to \$300 a pair or less. Now, if in answer to prayer or through the intercession of one who has a pull with the government, a fox company gets off with half the taxes paid by a company which does not believe in that kind of prayer or which has no pull with the government, there is something rotten somewhere and it is not in the fox companies.

No reasonable person, fox owner, farmer or merchant, will object to a reasonable tax, impartially imposed but there is very serious objection to a system which extorts all it can squeeze out of the taxpayer whether it is equitable or not.

The fox business in this province is too valuable to be strangled either by extortion from those who submit to be bled or by leniency towards friends or those who can protest with sufficient force. Taxation is not sufficiently palatable to be swallowed without regard to fairness or equitableness and there is some vigorous kicking at present over unfair and unreasonable discrimination.

INCREASING REVENUE

The tax on receipts, like the heavy increases in the sales tax and the taxation on cheques serves to measure the futility of insincerity of Liberal pre-election promises to lighten the burden of taxation. However, there is one consolation. The receipt tax, like that on cheques is payable in stamps. It may, therefore, like the taxes on cheques, give Hon. Charles Murphy, the postmaster General another opportunity to rejoice over the increased revenue his department is collecting from the public.—Mail and Empire.

FIT FOR ANY JOB

Speaking of the passing of the Zanesville, Ohio, Dispatch, after a struggle of something more than a year, the McConnellville Democrat says that the newspaper business, while interesting, is hard and strenuous requiring close attention and business sagacity to make it a success, and more subject to criticism than any other. The editor of the Democrat continues: "Many criticisms we will admit are justified, but many we are sure are not. It seems to be human nature to want only nice things published about us and ours—and on the other hand a dozen or more years' experience in the newspaper game would make it seem that the majority would wish the opposite said about the most of the other people."

"There are those who would call an editor on a legal holiday or out of bed at midnight to give him an ear full of scandal, or tell him a report they heard about somebody's shortcomings and insist that the editor publish it in bold black and white, while the informants would not for two worlds sign their own names to such an article. "They want the editor to be the goat at all times and these same old hypocrites when they die want the editor to write an obituary, oh, so sweet and nice—probably going on the theory that it will serve as an entrance credential to be presented to St. Peter at the gate. "We have sometimes thought that the editor who can run a good paper—make both ends meet and get along smoothly with all mankind and womankind ditto, is fit for any job, no matter how

Notes By The Way

If it is but a few years comparatively speaking, since all the cities and towns of the civilized world were lighted by gas. Now electricity everywhere lights the streets, the offices, shops and homes. And yet the modern dynamo was not perfected until 1876.

In the same decade that gave the world the marvellous telephone. No form or method of supplying light is comparable to the electric lamp in point of convenience, and instant service when needed. Hence has come the enormous and ever increasing demand for electric light service.

With the demand for electric light has come a great and increasing demand for operating street railways, in factories small and large and in divers other ways. But as fuel prices increased three or four fold during the war, and thus the dynamo was in most cases driven by a steam engine consuming coal, the cost of electric light and power was proportionately increased, thus adding another burden to the high and increasing cost of living. Everywhere the light and power companies added to their charges while their customers protested or resisted.

As a result of the high cost of electric energy developed from high priced coal a number of the provincial governments in Canada, as well as private enterprises, turned their attention to the use of water powers, which have in scores of cases been harnessed for the purpose of supplying light and power. The great province of Ontario has been the field of a vast development in this line. The province is now literally covered with wires carrying light and power to most of its cities and towns and the country homes between, from Niagara Falls, the Ottawa and other rivers.

Quebec is only second to Ontario in utilizing hydro-electric power in this fashion, while Manitoba, Alberta, and British Columbia are following closely along the same lines. More recently New Brunswick and Nova Scotia have begun utilizing their water powers for like purposes and "white coal" as it has been popularly named, bids fair to be as highly commended in Eastern Canada as it has been in Ontario and the West. For hydro-electric light and power under favorable conditions can be produced and distributed at one half to one third of the cost of that produced from coal at the present prices. We have an example right here in Prince Edward Island. Hydro-electric light in Montague costs but a fraction of what Charlottetown customers pay for light produced by coal.

Unfortunately water powers in Prince Edward Island are but few and small, our rivers being short and having as a rule but little fall. Still we think our city council's committee just now appointed to inquire into and report upon the cost of a new lighting plant ought to include in their investigations such water powers as lie within 50 or 55 miles of the city. Within that distance the power can be economically conveyed. In other provinces it is carried much greater distances if no water power is found within what may be called an economic distance, two or more miles might be utilized.

We note that from the hydro-electric plant created by the New Brunswick government at Musquash, about 20 miles west of St. John, that city has contracted to take 10,000,000 kilowatts while Moncton, which is about 110 miles from Musquash has contracted for 5,000,000 kilowatts and the towns of Salsbury, Petticoat, Sussex and Hampton located at various distances between the extreme points, are looking hopefully to the same source of supply. A glance at the map will show that every water power privilege in King's and Queen's counties is nearer to Charlottetown than Moncton is to Musquash.

Seeing what Montague has done and what the governments of New Brunswick are doing in developing hydro-electric energy, almost at our doors and from small streams, we do not see the suggestion that the City Council's committee would do well to consider the possibilities of our water powers as sources of electric energy, along with the cost of erecting a steam power plant. It must be remembered that all our coal fuel has to be imported from and paid for outside the province while our rivers and streams are running idly to the sea. If at all practicable our water powers should be harnessed and put to work.

The Public Forum

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions expressed by its correspondents.

WHY NOT?

Sir—I see that the City Council, through a special committee are proposing to try to secure a strip of the Government land along Brighton Road and Government Pond for sale as building lots.

But why not go a little further and endeavour to secure the strip of land in question as an addition to Victoria Park? This latter would result in benefit to all our citizens for all time bringing the park several hundred yards closer to the great majority of our citizens and rounding out Charlottetown's public park into one of the very finest public recreation grounds to be found anywhere.

THE JOKE SCANDAL

Sir—I may be a little late on the scene, but on my way from Borden, I picked up a Guardian of the 7th inst., and as it is always my custom to read the editorials first, I read an editorial headed "A Scandal not a Joke," every word of which is true and of course when I return to the Mainland I will have this scandal like other queer things about the Bell government thrown in my face as a "joke" but it is not a joke, and for that and other reasons I think that such stuff should not find space in any of our Island papers, as it gives our government and people across the pond will think P. E. Island a good place to stay away from. But I declare, Sir, it's pretty hard to let such disgraceful acts of any government pass unnoticed. I think it would be well for every voter to save clippings of all such scandals committed by the Bell government and have them read at our political meetings during this next campaign. Of course the Bell government will say its all Guardian's rubbish, but here is the evidence and they can't deny it. But, of course the Patriot has in its fatal way explained the whole matter as just a "joke" on the part of the Bell government. The people don't elect any government to neglect such important duties. I would advise the Bell government to pay their just demands out of the thousands of dollars they are bleeding the poor people out of at the present time. Sir, could you tell me how many dollars the Bell government collect from different sources every year and let the dear old Patriot tell the people where it all finds a hiding place? Wishing the Bell government, The Patriot and the Guardian a Happy and Prosperous New Year. I am, Sir, etc., VOX POPULI

Prohibition a Failure?

Sir,—It is one of the misfortunes of our "down east" nature that transition from a humble home to some big city across the border is a mysterious effect upon "head enlargement," and too often leading into the regions of the ridiculous. There is also the further disquieting truth that a smattering of yankee gossip, unassociated with their national prudence, is as prone to produce "babblings" as the "wine when it is red." It is not mine to determine under which influence Mr. John D. McIntyre, of Boston, attempts so frequently to foul the nest which he deserted, but it is mine to demand that he comes somewhere within the four corners of truth and common sense when he undertakes to tell our people how to conduct their affairs. It was thought that the drubbing given him by some farmer correspondents when he exposed his ignorance of farm work by attacking their methods, would have taught him the discretion of silence, but in Tuesday's Guardian the babblings are re-commenced, and this time with appropriate fitness—on the drink question. With seeming generosity he declares that he "will not attempt to defend the open saloon," the "Volstead Act," the "prohibition," and then proceeds to waste a whole column in devotion to their interests, and in semi-contradiction of himself. Like all liquor spell-binders his heart is bleeding with that situation which is so "serious and causing alarm among our best thinking people." One of his worries is that "Crime has increased at an alarming rate in the United States and Canada—murders, hold ups, robberies, shooting, wife beating and suicides—a truly sorrowful showing, if there was a scintilla of truth in John D. McIntyre's statement. Happily there is not, but a marked decrease of crime, poverty, lunacy and immorality in every form in those localities where prohibition holds sway. In no case is there an increase, except perchance in those places dominated by the beverages of which he is a poorly informed champion. In some way he has learned that there were hangings in Ontario, Nova Scotia and New Brunswick, and in his wisdom he declares for a "crime" cleverly executed without the aid of John Barleycorn." He has found three incidents, but how do they stand in

Henry Ford Aspires American Presidency

Apart from a few baseball and movie stars, Henry Ford is of all Americans, perhaps, the best known to Canadians. This is partly because Ford cars are as much a feature of the Canadian landscape as of the American. Because of Ford's wealth and colossal success as a manufacturer of automobiles his views have been continually sought by American interviewers, not because they value his views, but because of a general American belief that an eminent man must necessarily be a wise man, and a man of wide knowledge. Mr. Ford attained world-wide fame at the time of the war by his childish efforts to get the boys out of the trenches before Christmas. His failure should have done something to convince the average American that a man might be a genius as a manufacturer and yet have crude ideas about international affairs. But it has not. There are millions of Americans who are now arguing that since government is a business, and since Henry Ford is a conspicuous success as a business man, why should he not be elected President? Mr. Ford, we infer, is incapable of detecting any flaw in the logic.

Many Agents at Work.

Mr. Ford has remained silent but the Ford boom is well under way. If it proves a failure it can be withdrawn at an opportune moment, and the manufacturer can deny that he ever was a candidate. Never before, so long in advance of the Presidential elections, which are almost two years away, has there been such an important boom. Every Ford agent, for whom there are more than 9,000 in the United States, and some 20,000 Ford salesmen are hard at work selling Ford cars and incidentally trying to sell Mr. Ford to the nation as a candidate for the presidency. Billboards formerly occupied with Ford car advertisements are now setting forth Mr. Ford's own merits. Some score or so authentic histories of his life have been written and are appearing in various American newspapers. Strangely enough they have even found their way into some Canadian papers. The public's being made familiar with his pictures, and with his signature. The campaign on behalf of Ford does not lack enthusiasm or com-

What Are His Politics?

Whether he will try for the Republican or the Democratic nomination or attempt to organize a third party is one of the puzzles of the situation. He is supposed to be a Republican, and in 1916 received the Presidential endorsement of the Michigan Republicans. In 1918 he ran in both the Republican and Democratic primaries for a nomination to the Senate, and when defeated in the former by ex-Senator Newberry, he accepted the Democratic nomination and had the endorsement of Woodrow Wilson. It is believed that he would prefer the Republican nomination, but of the two this is the one he is less likely to receive. His popularity in the Southern States, because of the great industrial plans he has unfolded for that part of the country, would be useless to him unless he were planning for a Democratic nomination, and without Southern support no Democrat can receive a nomination. Has Republican Friends.

On the other hand, Mayor James Couzens, of Detroit, recently appointed to the Senate as a Republican, was for long one of Ford's closest business associates and made his millions out of Ford cars. The two men are friends and it is said that the appointment was part of the Ford strategy. Whatever influence Couzens may have at Washington among the Republicans will be exerted for Ford. They will be told that he is a sure winner. On the other hand if Warren Harding should be re-elected his party would be almost certainly defeated, since the refusal would be tantamount to a condemnation of the Harding administration, and it is this administration that will form the main plank in the Republican platform. But in Washington there is a powerful group of Senators and representatives which is nominally Republican, but which disapproves of Harding and may be in a position to shut him off from nomination. These men who they may entertain Presidential ambitions for themselves in some instances, would probably be friendly to Ford, who is known to be something of a radical.

Strength and Weakness.

His move in shutting down his factories as a protest against the high price of coal cost his employees a week's wages, but was generally hailed by his fellow countrymen as a wise and courageous act. Since then he has announced the purchase of a coal field for \$20,000,000, from which he will sell coal at cost. In his paper, the Dearborn Independent a campaign has been carried on against Wall Street, which will probably help him with the public. On the other hand, he incurred deservedly or not, the hostility of the Jews. His boomers will have to remove this feeling if the Ford flier is to start in the race. His ignorance of American history, as revealed in his suit against the Chicago Tribune, may prove a

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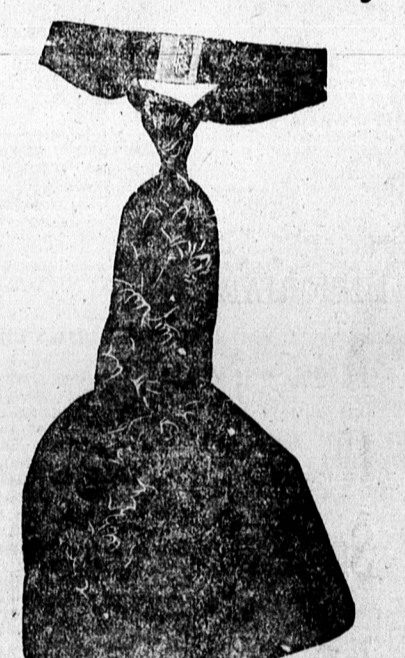
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weakness or it may not. He has fought in 1812. Perhaps the great expressed the opinion that "his masses of American voters are story is all bunk" anyway. But it similarly ignorant, and the fact is on record that he said that that Henry is not putting on any Benedict Arnold was a writer and airs of superior knowledge may that the War of Independence was approved by them.

"The Haberdashery"



Daily Selections For Guardian Readers From the W. S. Louson collection

"AND WHY TAKE YE THOUGHT?"

Love has clothed thee with the beauty of the morning, With the perfume of all dawns, and harmonies Of winds that cradle the encircling seas. Love has clothed thee with the radiance of righteousness, Of snows on steadfast mountains with the peace, Of valleys blossoming with yellow corn. The lovely innocence of April days Is thine inheritance and thine the calm Of downs outspread beneath eternal skies. Love has clothed thee with the beauty of all worlds, And filled thy thought with His perpetual praise. —Florence A. Gubbins

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