

THE CHARLOTTETOWN GUARDIAN

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THE KING CABINET.

Naturally there are all kinds of rumors regarding the next probable move of the King Cabinet. There are two vacancies, the Ministry of Finance made at least temporarily vacant by the illness and consequent retirement of Hon. W. S. Fielding; the Ministry of Justice, made vacant by the resignation of Sir Lomer Gouin.

The former has been filled temporarily by the appointment, pro tem, of Mr. Robb. The latter may be filled before this paper reaches our readers. At this writing several nominees are mentioned, chief among them being Hon. Ernest Lapointe, whose recent activity in Halifax and Kent brought him no glory and which had a good deal to do with the crisis now being experienced by the Cabinet and by the Liberal party. Mr. Lapointe would probably prefer a more permanent shelter than that afforded by a Cabinet portfolio but, to the storm-tossed mariners "any port in a storm" is a good motto. Mr. Crerar is also spoken of as a possibility and his appointment to the King Cabinet would probably pave the way for a larger trek from the Progressive party to the Liberal fold. In any case, the filling of these two vacancies is not likely to be a matter of serious difficulty and it will in all likelihood be accomplished within a short time if it is not already accomplished.

What next? is the question that is keeping the Liberal party awake at nights. Rumor has it that dissolution has been decided upon to take place after a short session at which the Redistribution Bill and the necessary Supply Bill will be passed, and immediately after, an appeal to the country. This rumor has not been confirmed and, unless matters in the Cabinet are more serious than they appear from the outside to be, we are inclined to doubt its accuracy.

Unfortunately the Liberal party has so far given little evidence that it is actuated by the interests of the country at large. Safety first, it is not already accomplished.

To achieve this safety, this personal safety, it is ready to do on an even larger scale what it tried to do in Halifax and Kent, namely, to buy safety, to pledge the revenue of the country for the building of railways, elevators or other public or even private undertakings, provided they give any promise of prolongation of life. There is only one way in which the life of the King Government can be prolonged, namely, by an influx from the Progressive party. It is admitted by the Progressives themselves that they are now an extinct species, that their days are numbered, that they are not likely to again appear in the House as a political entity. In the meantime they are drawing a comfortable salary of \$4,000 each. If they can by their support keep the government in power till the end of the parliamentary term they can continue these salaries for two years longer. If the government breaks and dissolution becomes necessary they will lose their jobs and their \$4,000. They may save their consciences by remembering that they have never achieved anything as a party, that although the Liberal party never did anything for them that they had promised to do, they may save their own skins and their \$4,000 by coming to the aid of the Liberals.

As previously hinted in these columns the probability is that a sufficient number of the Progressives

will join the Liberal party to enable it to sustain life and that, the country's interests to the contrary notwithstanding, the King government will go on for some time yet.

THE WHIRLIGIG OF TIME.

Looking over the files of a newspaper published in Charlottetown during the '50s of the last century, one finds a record of the weekly launchings. Every week during open navigation the record was published of ships, barques, brigantines, brigs, schooners launched, by whom built, and the destination, when loaded, generally England. During the same period we note that a number of merchants in Charlottetown, Summerside, Georgetown and other ports owned their fleets of ships, one firm in Charlottetown having at least seven large vessels, ships or barques, trading between this port and the West Indies. Others owned one or two more, all carrying produce from and merchandise to the island.

All this has changed. Shipbuilding has of necessity followed our forests into past history. The sailing ship has been supplanted by the steamer and the railway.

Looking back upon those good old days, through the mists of casually recorded newspaper history and more or less authentic tradition, the peaks that tower high above all others are not the fleets of home-built ships, the busy shipyards, the struggling pioneers, but the men, for the conclusion is forced upon us that "there were giants in those days." Who, today, can measure the enterprise of those great souls who, realizing the possibilities of our forests, knowing the difficulties to be encountered in the trackless wilderness, the meagre supplies all of which must be imported from England, who can measure the enterprise and the courage that their task demanded? Only giants would have undertaken it.

True, there were possibilities sufficient to fire ambition and courage and enterprise. There was abundance of lumber suitable for shipbuilding, suitable for many purposes away over in far off England; there were excellent bays and rivers and harbors suitable for shipbuilding and there was a market for all the ships that could be built and all the lumber that could be hewn and transported. And there were enough men who were big enough to make the venture. The times and the opportunities called forth the men. These men made money, made it abundantly; they found employment for thousands of others, they originated the means by which we live today.

There are infinitely more opportunities today than when our country was covered with the forest primeval. Our land, tilled and enriched by careful cultivation, can yield in a season more than it yielded in lumber in many generations. Thousands of acres of this land are today lying idle awaiting the lead of some giant who will draw from these lands not ships nor lumber, but farm products infinitely more valuable than the products of our forests, valuable as these were.

EDITORIAL NOTES.

There are no indications at present that Old Winter spent all his force during the winter of 1923-23. He still has a storm or two in reserve and may turn them loose at any time.

Notes By the Way

With the colder weather and the snow the lumbering business has started up briskly in all the Provinces that have considerable forests. This means much to the operators, and many thousands of lumber jacks and horses that were kept in enforced idleness during the mild weather and snow less days of November and December. It also means much to Canada, export and shipping trade. There would be a sad shortage, both in the quantity and value of shipments abroad if the usual output from the forest were seriously curtailed.

A note of caution should perhaps be sounded as to the present unsafety of Jack Frosts in bridges and roadways across the rivers, bays and harbors. The great winter Engineer did not have the kind of weather that suits his work. The water did freeze a little at the surface but the snow at once blanketed it and prevented it from gaining thickness. Hence the loaded team, or even the foot passenger who trust the ice bridges at the usual season this year will take unusual risks of a cold bath or something worse than that.

Bells on the harness of teams driven around town are about as scarce as if their use was forbidden instead of being commanded by the law of the land. On a trip along five blocks in the central part of the city the writer noted over twenty teams that passed him going or coming not one of which teams had even the smallest bell in sight or hearing. And not a few of them were going at a swift trot around the corners and over the crossings to the imminent peril of those on foot.

Is it of any use for the news papers to demand "safety first" when such conditions prevail? Perhaps when some one is killed outright we may have a temporary and spasmodic reform. We hear complaints that the teams without bells are a greater peril than the motor cars. The latter if they do not always sound an alarm when they come whirling round a corner at least have at hand the means to do so.

Sir Lomer Gouin has resigned the office of Minister of Justice but will retain his seat in the House of Commons. This will mean that should his health be restored, as may be hoped, his presence and influence will still be an asset of the public life of the country. Sir Lomer is generally regarded as an able and moderate public man who takes a broader view of interprovincial concerns than most politicians. He was Premier of Quebec at the time when affairs in Prince Edward Island had reached critical and alarming conditions. Himself a Liberal and there being Conservative Governments in power both at Ottawa and in this Province, he took a broad view of our needs in regard to finance, winter transportation and the saving of our federal representation from further reduction. Our Province owes him something for this.

The office of Minister of Justice which Sir Lomer very satisfactorily discharged, is too important to be kept vacant. Owing to party exigencies which render bye-elections at present inconvenient, indications point to the transfer of Hon. E. Dapointe, who is now Minister of Marine, to the vacant portfolio. Mr. Lapointe will be generally considered a much less desirable Minister of Justice than Sir Lomer, but his transfer to the more important office would involve no necessity of a present endorsement by his electors. A general reconstruction of the King Government is long over due but in the present unsettled and perilous aspect of Liberal party affairs it seems unlikely to be attempted until after the close of the coming session of Parliament.

Many signs point to an early disruption of the King Ministry. In the event of an attempt to reconstruct it, a change of leadership would be demanded. Mr. King was never regarded in Quebec as more than a stop-gap, to hold the position until a more desirable choice would be made. Nova Scotia Liberals, never wanted King for leader; they wanted Fielding. Quebec made King leader to keep Fielding out, and has since become more and more dissatisfied with its temporary choice. Recent events show that dissatisfaction is rapidly progressing to wards open revolt. With only a handful of supporters from the five Provinces west of the Ottawa River and his Quebec support falling away the Prime Minister's position is more than perilous.



By James W. Barlow, M.D. IS NOSE BLEED SERIOUS?

You have been doing heavy work and your nose starts to bleed. Perhaps you have been blowing your nose very hard, and the bleeding starts. Sometimes you may have a heavy feeling in the head, almost an ache, your nose starts to bleed, and the heaviness departs. And again this bleeding from the nose may be something peculiar to your family. Now in any of the above cases there is really nothing to worry about.

The cause is evident and it is not serious. But nose bleed may be one of the first symptoms of some serious illness and where you cannot locate the cause, as one of the above mentioned, it would be well to be careful. It is often a symptom of heart or kidney trouble. The first thing to do is to lie down and be quiet for awhile. Don't blow your nose if you can possibly avoid it.

You can then await developments. However if the nose bleed occurs often and you are a thin individual you would be wise to consult your doctor. Don't wait until you have become weak from loss of blood. If there is a feeling of being tired all the time, your pulse weak, and a feeling of dizziness at times, the loss of blood is making serious inroads on your health.

Frequently there is some condition in the nose itself that requires attention. Thus many people with bleeding from the back part of the nose allow the blood to go down into the stomach. This is then vomited and they have an idea that they have some serious stomach trouble, even cancer. The usual methods of stopping the bleeding, cold applications to bridge is often effective. The application of adrenalin in the proportion usually sold by the druggist, 1 to 1000, is likewise a good method.

Where the bleeding is obstinate, pushing a rubber finger stall with the end and plugging it into the nostril and plugging the stall up with absorbent cotton will "plug" against the small bleeding point and stop the bleeding. The removal of the finger stall with the cotton inside it does not start up the bleeding again as does the raw cotton against the bleeding point.

"O CANADA"

(From the Quebec Chronicle) The following lines composed by Canon Scott are not intended as a translation of the original French but as a hymn appropriate to English-Canadian sentiment, which is especially adapted to the magnificent music of "O Canada." The distinguished author is aware that there are a considerable number of such versions already extant, but he feels that none of them are altogether satisfactory and, as none of them has received general recognition, the situation is one of regrettable confusion.

Canon Scott does not suggest that his composition should necessarily be accepted as a national hymn but is strongly of the opinion that some worthy English version of "O Canada" ought to be universally and finally adopted for that purpose. He therefore submits the lines that follow for public consideration with the idea that they may either make their way on their own merits or at least lead to the adoption of whatever version may be adjudged the most worthy:

O CANADA O Canada, our glorious native land, We pledge ourselves to serve thee heart and hand; God made thee strong And guard from wrong Thy realm from sea to sea For evermore From shore to shore United, loyal and free. O Canada, O Canada, God pour His blessings on thee from above. O Canada, our country and our love. F. G. SCOTT

MIGRATION TIME

THE FLIGHT OF THE BIRDS Dear little birds you are welcome here. But you'll not stay long with us I fear. Winter is coming and you must go To a warmer climate where there is no snow. We would love with us to have you stay. I would be too cold so you must say. But I hope that down in that southern land, You will meet with kindness on every hand. We shall think of you tenderly all winter long. And my! Won't we miss your sweet little song; But when winter draws near, We'll welcome you back with your song of good cheer. Good bye then dear birdies God will take care And guide you alone as you fly through the air.

IN YE OLD TIMES

CONVEYANCE OF MAILS AND PASSENGERS FORTY-SIX YEARS AGO—COMPAR- ED WITH THAT OF TODAY.

(W. L. COTTON)

Forty-six years ago one of our daily newspapers reported: "Today, (January 7th) one of the ferry boats plied in our harbor in a manner never equaled by the Northern Light."

At the same date, in the same year, it was stated that, "under the present stupid arrangement all our mails and passengers for the Dominion and the United States are delayed at Truro twenty-two and three quarter hours; and all mails and passengers for this Island are delayed at Pictou, as follows: Monday's, Wednesday's and Friday's, twenty hours; Tuesday's and Thursday's, fifty-four hours; Saturday's, sixty-eight hours."

It will be noted that though the season was an open one, as it is this year, our communications with the mainland going and coming, were by no means equal to those which now prevail. What Messrs. Fisher, Traveller, et al, would have said, written and done if they had lived half a century ago, can be better imagined than described. Every one who can remember the "time-tables" of less than half a century ago, and the means of communication then provided by the Government, must feel thankful every day and every hour, to Sir Robert Borden, and to Messrs. McLean and Nicholson and others by whom he was advised, for the "car-ferry" and the comparatively close and certain connections that every traveller to and from this Island is enabled to make in winter as well as in summer.

It still better time by rail and car-ferry can be made on the way from Montreal, Boston, etc. means of making it should, of course, be provided as soon as the expense involved can be justified. We are entitled to the very best "continuous communication for mails and passengers," that conditions and circumstances will permit. The demand for a tunnel to connect the small province with the mainland without regard to expense was an unreasonable demand; but now that we have the car-ferry, now that under Captain Read's skillful direction the ability of the car-ferry to make crossings in the midst of the fiercest storms and the coldest winters has been demonstrated, we are justified in asking that the best railway service and the closest connections that are possible in all the circumstances, shall be provided and made.

It is reassuring to note that Sir Henry Thornton has lent a sympathetic ear to the representatives of our Board of Trade so that somewhat better service has already been supplied and rates have, in some respects, been reduced. There can be no doubt that other reasonable representations will receive a like favorable consideration as traffic increases. The policy careless or inimical to P. E. Island which formerly prevailed in the railway offices at Moncton has evidently no place in the mind of the President and General Manager of the C. N. R. By the good offices of our Board of Trade and Sir Henry Thornton and the District Superintendent we may expect improvements from time to time, and ere long a railway and car-ferry service concerning which no reasonable man will complain.

Daily Selections FOR Guardian Readers

THE BUILDERS

I watched the builders working Upon a building new With skilful rule and measurement They made dimensions true. On safe and sure foundation They reared a structure fair; And every part was neatly wrought, A master-mind was there.

From dawn to dusk they labored, Behold! the building grew, Until it stood completed— A work for all to view. And when the last feet echo Of their strokes had died away, Then they could see the structure They had built from day to day.

Oh! we are daily building A structure great and vast— A character unswayed, That will forever last. And tho' sometimes discouraged, And tempted off to yield, We know that when 'tis finished Will its beauty be revealed.

TIME'S FLEETING COURSE Don't get a grouch at Father Time, Nor blame the ticking of his clock; It runs the same in every clime. Nor will it change, how'er you knock— Tick-tock! Tick-tock! There'll life's golden hours to mock; Tick-tock! Tick tock! Or seek Time's fleeting course to flock.

—Fred Scott Shepard. He also guides us as we grope our way. O'er life's rugged path day after day. Mrs. A. N. Smith, Wayland, Mass. Written Oct 1st, 1923.

Peasant Rule May Ruin Constantinople

FROM Angora come the orders that will transform, if they do not eventually ruin, Constantinople. The fanatical Turks would probably prefer that the once cosmopolitan city of a million and a quarter inhabitants should be destroyed, for they say that it has always been too near foreign countries and was usually subservient to their influences. It was, in a word, cosmopolitan, and therefore accursed. The aim now is to make the city one in which foreigners will be unable to live, to so interfere with their habits and their businesses that in despair they will leave. That is what many thousands of them have been doing in the past few months and the exodus continues. The first blow struck by the Angora assembly was to forbid the sale of alcoholic liquor throughout Turkey. The Koran is supposed to make the Moslems teetotallers, and most of them are, though they consume opium without fear of the wrath to come. Therefore it was a natural thing for the Turks to condemn one particular vice that they do not practice themselves, knowing that prohibition would affect foreigners only.

The Lid Is On

Since the war there have been in Constantinople 4,000 places where alcoholic drinks were dispensed, and perhaps 50,000 people who derived an income from the business. These have all been closed, although in some cases the lid is not on tight. The Turkish procedure was to order the places to close and to order their owners out of them, leaving the liquor behind. Then the various doors and windows were sealed and guards put on duty. In some cases the guards showed their affinity with prohibition agents elsewhere and were careless with their seals. In one instance every door and window was sealed, but an opening in the roof was left open and the owners were thus permitted to withdraw their whole stock. There are of course blind tigers in Constantinople, but they appear to be not so well patronized as in other cities. Drinking in Constantinople was a social observance rather than the gratification of a habit, the Orientals preferring to sit for an hour or so sipping a drink. They are not attracted by the opportunity to sneak into a dark room and take a hurried swig from a flask.

Harsher Than O. T. A.

The Turkish prohibition Act is sterner than the O. T. A. Selling or drinking is punishable by prison terms ranging from three days to three years, by fines ranging from \$40 to \$800 and by flogging up to a hundred strokes. It has been arranged, in order to make the punishment most severe, to imprison those who can pay, to fine the poor and to lash the penniless. Of course, moral reform is not the chief reason for Turkish prohibition. The fact is that nearly all the liquor selling privileges in Constantinople are in the hands of foreigners, Greeks and Armenians; chiefly, and the Turks for generations have regarded these nationalities as their chief enemies. They hope to drive them out of the business, after which it is hinted that prohibition may be abolished or at least modified and the monopoly placed in the hands of Moslems. There are important districts under Turkish control that grow grapes and produce the foundation for various intoxicating drinks. Naturally the deputies from these districts have protested against the ruin of their constituents. We have here an interesting counterpart of the situation in the Ontario grape-growing countries.

Grim Turkish Humor.

Another ingenious method of discouraging the foreigner was discovered after Constantinople had been handed back to the Turks by the Allies, in the panicky days following the Smyrna disaster when Kemal's army threatened Constantinople thousands of Greeks and Armenians abandoned their property and fled, their exit being kindly facilitated by the authorities, who waived the formality of passports in the emergency. Though these refugees were born within the Turkish empire, they feared, and with good reason, that should Kemal enter the city they would be massacred. So they abandoned their possessions and fled. Now the Turks refuse to resell them their property on the taxing such displays has been the devil.

\$60,000 Spot Cash Last summer was a quiet period for Manufacturers. We took advantage of this and in purchasing our entire stock of NEW GOODS for SPOT CASH we were enabled to secure bargains that we are confident cannot be beaten by any House in the Trade in Canada. Give us an opportunity to prove it. REMEMBER NO OLD STOCK NO LEFT OVERS EVERYTHING FRESH AND ALL NEW GOODS. BAIRD-THOMAS-SCOTT, Limited Truro, N. S. SERVICE AND SATISFACTION

It Would Cost \$272.46 To Send A Letter— \$181.64 To Send A Post Card— To 9,082 People! In Postage Alone!! You Can Reach That Many FAMILIES With The Charlottetown Guardian For a Few Cents! Circulation 9,082 Readers 45,410! The Charlottetown Guardian COVERS PRINCE EDWARD ISLAND LIKE THE DEW Corner Prince and Grafton Streets "IF YOU WANT TO SEE THE COLOR OF THEIR MONEY—USE THE GUARDIAN"

MESSRS. C. M. LAMPSON & CO.'S WINTER SALE WILL COMMENCE ON JANUARY 24, 1924 Fine Furs, such as Fox of all kinds, Beaver, Otter, Lynx, Fisher, etc., intended for the January Sale, should be in New York not later than the morning of January 4, 1924. Staple articles, such as Skunk, Opossum, Muskrat, Mink, Raccoon, Bear, Wolf, etc., reaching New York by the morning of January 11, 1924, should arrive in London in time for inclusion in the Sale. Messrs. C. M. Lampson & Co., report by cable that their market is becoming very active, owing to an increasing interest on the part of Continental buyers. A good demand exists for White Fox, Raccoon, Muskrat, Southern Muskrat, Skunk and Opossum, and a fair demand for Mink and Northwestern Wolf. Generally speaking, Messrs. Lampson & Co., expect to realize full October prices at their January Sale; but it is possible that, if the offering of American staple articles proves to be short, some improvement in prices may take place. ground that they showed a deplorable lack of patriotism in running away from "their" city in its hour of need. The property is sold at auctions which never are widely advertised, so that only a few insiders have an opportunity of bidding on the treasures which many of the abandoned houses and warehouses contain. Ruled by Angora Peasants Before the war, and indeed until recently, nearly all the business of Constantinople was carried on by non-Turks. The language of and the signs over stores were usually in English or French or both. Now the ukase has been issued that there must be signs in Turkish as well. The store-keepers are permitted to use other languages in addition, but a system of the taxing such displays has been the devil.