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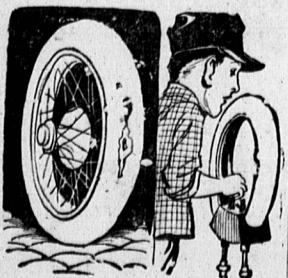
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Morning Daily (founded 1887) \$5.00 per year delivered in advance. \$3.00 per year (mailed) in advance in Canada and \$4.50 to U. S. A.

sig Charles Dalton, President. J. R. Burnett, Editor and Publisher. D. K. Currie, Associate Editor.

MONDAY, MAY 15, 1922

NEW LIGHT ON TAXES

To the Honourable George E. Hughes we are indebted for a new revelation on the way and the wherefore of the increased taxes. When the item \$13,400 for the Secretary-Treasurer's Department was under consideration; Mr. J. D. Stewart pointed out that the amount paid to officials in the Provincial Building was fifty-percent or \$10,000 more than was paid in 1919. He remarked that this increase was inconsistent with the doctrine so persistently preached by the Liberal party when in Opposition. The Honourable member for West River, Hon. G. E. Hughes had been indefatigable in his denunciation of the army of "useless officials" in the provincial building and particularly in the Secretary-Treasurer's department. In the house and on the platform at public meetings during the pre-election campaign he declared with burning eloquence that if some of these "useless officials" were dismissed and the salaries of the others cut down enough money would be saved to make revenue and expenditure meet, place the province on a sound financial basis, pay the teachers a living wage and effect such other reforms as befitted a country with a "responsible government."

Reminded of these precepts, Mr. Hughes made a lucid explanation and his explanation will, we feel assured, make an impression upon our farmers and other taxpayers. The report of the interesting discussion will be found in The Guardian of last Friday, May 12th under the heading "Proceedings in the Provincial Legislature." Mr. Hughes admitted frankly that he had held this political belief. He still contended that the officials of those former days were useless because no work had been provided for them by the government! The present government has set them to work collecting taxes! Thus the "useless" officials have become "useful." They are all collecting taxes now, all gleaning the great harvest fields, where the taxes are growing and all bringing in the sheaves! when reminded that the "useless officials" of those old days were the same men and women in the employ of the government today, in addition to the new ones added, Mr. Hughes frankly admitted the soft impeachment, but contended that they had become "useful" when set to work collecting taxes! They were worth more money today than ever they were and they were getting bigger salaries because they were earning more money at their new job, collecting taxes! The salaries in the provincial building alone, as Mr. Stewart pointed out, were increased by \$10,000 for men and women who had been converted from uselessness to usefulness by setting them to work collecting taxes while other thousands of dollars are being spent on the unnumbered army of tax collectors through out the country who have been added to the old army of "useless officials."

Some farmers and others who find it difficult to pay their quadrupled taxes may in their haste be inclined to argue that if it takes the extra taxes to pay the extra officials it might have been as well to have left matters as they were. Now, this would have meant that many "deserving democrats" of the party would have been obliged to go without a job. As matters now stand hundreds of faithful followers are provided for and the taxes are only about four times as large as they were before Mr. Hughes' great panacea for furnishing work was discovered.

Of course it comes out of the farmers and other taxpayers but now that they know why the taxes were increased they will probably not say anything—not until the election anyway.

"INDUSTRIAL CANADA."

The May issue of Industrial Canada, the official organ of the Canadian Manufacturers' Association, is the first of a series of three issues devoted to the Maritime Provinces. The present issue, a volume of about 150 pages, is an excellent number and contains a wealth of information about the industrial life and possibilities of the provinces by the sea. All the articles, both editorial and contributed are well written, informative and very interesting not only to those actively engaged in manufacturing but to the general reader who wishes to obtain first-hand information about the possibilities of Canada. The June and July issues will take up subjects and localities not touched in the present issue and the July number will, in addition, give a report of the annual general meeting of the Association which will be held in St. Andrews, N. B., on June 20, 21, and 22.

Thanks are due to the Association for these special issues. The Canadian Manufacturers' Association is in a position to do much in the way of industrial development for the Maritime Provinces. They are in touch with Canadian industrial life and industrial possibilities. Hitherto Canada's industries have largely centered in Ontario and Quebec. The Maritime Provinces, although possessing abundant natural resources and having the advantage of holding the front door of Canada with its shipping facilities and its comparative proximity to the European markets, have in a large measure neglected these natural advantages and have been left far behind in the race for industrial supremacy. A little more education along this line, a little more attention to our natural advantages and our possibilities would do much to awaken interest and to stimulate industry here. We trust the Canadian Manufacturers' Association will continue the good work begun in their May issue and that there shall be a general distribution of these excellent numbers throughout these provinces.

THE COAL STRIKE

The great coal strike, which went into effect last month in many of the coal mines of the United States and Western Canada, has revealed a state of affairs that is rather disquieting. The United States Geological Survey is authority for the statement that, with industry at capacity in that country, production would approximate 750,000,000 short tons per annum. This is approximately 200,000,000 tons in excess of consumption and export. The industry has been over-developed and it is estimated that it is over-manned to the extent of 175,000 miners. The operators are engaged in a continual struggle to earn on the large investments tied up in coal lands and equipment. The miners are engaged in an equally continuous effort to secure a wage which will enable them to earn in 215 days enough to maintain themselves and their families through 365 days. Time will doubtless work out a solution of the difficulty but meanwhile the operators are prevented by the anti-trust laws from entering into agreements to restrict output. If the strike results in driving several thousands of miners into other lines of work where their services are needed, it may prove an unmixed blessing. Industrial Canada.

Notes By The Way

(From the Examiner)

It is notorious that for many months past our province has been under control of a Government whose members have been quarrelling and wrangling among themselves. They have had quarrels in the council chamber, quarrels in the offices of the individual portfolio members, quarrels in the numerous party caucuses and they have given frequent exhibitions of their sharp and angry differences during the public sittings of the House.

There have been notorious conspiracies at times to depose the Premier, and to get rid of the Attorney-General. We have seen the Premier openly opposing Government measures in the House, where he was openly accused of so doing by one of his colleagues who stated that the measure under discussion had been agreed upon by the party as it had no doubt been in caucus. Members of the ministerial party made no secret of their frequent angry disputes and collisions both in public and private.

It has long been evident that the Bell Government was several times on the verge of disruption during the recent session and that they were enabled to retain office to the session's close only under a truce which can never become a peace. There seems to be an utter impossibility that the gang which gained power by grossly deceiving the electors in 1919 can again face the country together. Present indications are that not more than one of its leading spirits will make the venture.

Never was a Government more utterly discredited throughout the country than was the Bell Government in its first year of power. Their constant succession of quarrels since that time, aired as they have been at times in the chief Government organ (as at the time when five by-elections were due and were unlawfully put off), have further proved their absolute incapacity to conduct the business of the province. Their quarrels have disabled them from any concerted action to exercise the small amount of business ability that any or all of the members of the Government possessed and which from the beginning was further hampered by their want of experience.

Such a captain, such officers and such a crew as they were, even had they stood united, and had done their best would have failed and made shipwreck. For they had neither knowledge nor experience to guide them at their work. The ship of state was at best to them a mere training ship for a crew of raw landsmen, without a single competent teacher. And from the beginning down to the present time there has been constant quarrels and no discipline, even when the ship was close upon the breakers.

What fate would reasonably be expected for any ship entrusted to landsmen without sufficient knowledge to navigate a tug boat, from her wharf to the open sea? Worse still, if the officers and crew were in open mutiny against the captain, who had been chosen by themselves? And yet is not that the real position of Prince Edward Island today? Suppose that a banking institution should select a farmer, possibly a good farmer, but one who had not taken the trouble to keep a farm account, and place him in control of the bank's affairs. Then think to what inexperienced hands the Bell Government has entrusted the finances of the province and the collection and enforcement of the doubled taxes.

(Continued on page six)

Daily Selections for Guardian Reader

From the W. S. Louson collection

JUST DON'T
Do you feel you'd like to quit? Don't!
Get to feeling you don't fit? Don't!
Do you want to yell "all in"? Cause your wind's a little thin And you think you'll never win? Don't!

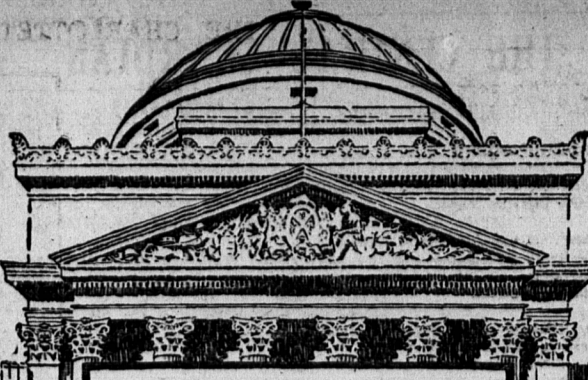
There's a kick you want to make? Don't!
There's a head you want to break? Don't!

Do you feel you want to whine Like a genuine canine And send blue streaks down the line? Well don't!

When you see a chance to duck Don't!
When you want to chuck your luck Don't!

Keep right on without a stop And you'll sure show up on top, If, just when you want to flop, You Don't!

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Canada Steamship Lines Expansion Keeps Pace With Transportation Developments of Entire Country

Steady Growth of Canada's Largest Transportation Company From River Line to Complete Unit of Transportation From Head of Canadian Lakes to British and European Markets—Company's Financing Has to Grow With Addition of New Services.

It was only a few years ago that the century of steam navigation on the St. Lawrence was observed. Since the first crude craft was propelled up the river current by steam power there has been a series of wonderful developments which rank prominently in the industrial and economic annals of the Dominion.

The various stages of development of river craft as passenger and cargo carriers stand out distinctively to those who have followed the history of Canadian navigation. As a correlative development the industrial development of the territory served can be definitely traced.

As the country grows and its commerce expands the transportation facilities must of necessity keep pace. The tremendous value of our chief waterway as it stands today and without which Canada's industrial history would have been dwarfed, suggests what the possession of the St. Lawrence, the Great Lakes will mean a few decades hence.

Growing Up With The Dominion. At the same time the development of traffic facilities must take place at a tremendous rate to keep up with the requirements. It is only a comparatively few years ago that the business was done by the Richelieu and Ontario Navigation Company and a few lesser barge companies carrying grain in small bottoms. Then came Canada Steamship Lines, with its acquisitions of the principal facilities for river and lake transportation, later developing into a trans-Atlantic carrier.

This company can no more stand still in its development than the torrent of the St. Lawrence can cease its progress to join the waters of the Atlantic. One sees in the present offering of bonds which the company is now making investment public one of the signs which are merely incidental to the onward march of events as they effect the Dominion as a whole.

This cannot be regarded as a local incident. It is one of the broader measurings of our future capacity to carry on. The larger the funnel of our country's productivity grows so must the spout extend its size to permit of the outflow to the markets of the world beyond the seas.

Keeping Pace With Transportation. Canada Steamships is one of the vital factors in the task of keeping the spout big enough to perform its function. It is to do this

U. S. AGENTS FIND GEMS SMUGGLED IN TOOTH PASTE.

NEW YORK, May 14 — Tubes of dental and other paste sometimes contain things other than they are made to hold. That has been the experience of inquisitive customs inspectors who have fished dutiable stuff also out of telescopes and canes and pipes. Aaron Pevsner, who calls himself a diamond merchant of Russia, did not know about the inquisitorial habit when he arrived on Monday by the Royal Main liner Orbita. The inspectors found concealed in a dental paste tube in Pevsner's baggage, two diamonds and one emerald and worth about \$500.

Minnard's Liniment Sold by Physicians



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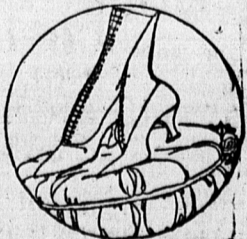
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