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"The Strongest Memory is Weaker than the Weakest Ink."

SATURDAY, AUGUST 5, 1939

A Lesson From The Past

"The Selkirk Settlers And The Church They Built At Belfast" is the subject of an interesting sketch, published in attractive booklet form, by Mrs. Ada MacLeod Putnam, which we recommend to all interested in this stirring epoch in the pioneer history of Prince Edward Island.

The old Presbyterian Church of St. John's at Belfast still stands, in excellent preservation, on one of the most lovely sites in the Province. Last September the 175th anniversary of the erection of the building was celebrated with fitting religious ceremonies. A frame structure of simple but striking beauty, it was designed, tradition says, by the same man who built the fine old colonial building, Government House, in Charlottetown.

Mrs. Putnam calls attention to the fact that when the building was completed in 1824, there was no debt or endowment. The site itself was donated by Lord Selkirk, and the colonists went into the woods, cut down the trees and built their sanctuary. The huge timbers that formed the foundation were carried on their backs. Every shingle on the building was made by hand.

Until thirty years ago, services in Gaelic as well as English were held each Sunday in St. John's Church. The congregation sat gratefully through both services, which lasted from 10 a.m. until 12.30 or 1 o'clock. A great proportion of them had walked many miles to church, and when the three-hour services were over they would trudge the long miles home again. Some of the oldest men rode on horseback and one man constructed a crude conveyance for his crippled wife, which for years was the only vehicle of any kind coming to the sacred spot.

Mrs. Putnam describes the old-time service on Communion Sundays, when a large tent had to be erected to accommodate the crowds, which overflowed so that many had even to sit on the grass under the trees. There is a note of sadness in her reflection that today the old tent is no longer needed. "The older generation who loved the Gaelic service has passed on and the old language is heard no more in the church, and the lovely old chanting of the Psalms, with their sweet cadences, is hushed forever."

The author does not attempt to deal with all the incidents covered by Mr. Malcolm MacQueen in "Skye Pioneers and The Island", a book which remains the standard work on the subject. This, however, does not detract from the interest and value of Mrs. Putnam's effort in focusing attention, at this time, on a story of endurance, self-sacrifice and devotion which is one of the most inspiring in our annals of pioneer settlement.

The Mayors' Conference

Appropos of the forthcoming meeting at Ottawa of the Federation of Canadian Mayors a Montreal exchange says: "The Federation, it must be candidly admitted, has not hitherto succeeded in convincing the public of its very great usefulness, and there has been more than once a tart suggestion that the money it costs to run it could be more usefully employed elsewhere. In the case of the forthcoming meeting, however, the Federation can be a valuable instrument if the Government wants to make use of it."

Unfortunately, that is just what the general public is suspicious of. The Government will undoubtedly want "to make use of" the Federation, if it can do so for political purposes. It will want to turn the meeting into an academic discussion on unemployment rather than a demand for action which the situation so obviously requires. The responsibility for unemployment rests squarely upon the Government and what the Mayors are, or should be, meeting for is to see that this responsibility is assumed. The failure of the Government to implement its own Employment Commission recommendations, and its general attitude of indifference toward the whole question, is not a promising augury for the success of the Mayors' conference in any case. About all that they can hope to do is register their protest against any further passing of "the buck" by Premier King, Labour Minister Rogers and their associates. If they fail to do that in the strongest parliamentary terms, they might just as well stay at home.

Alas, No "Mitch"!

This gem from the Ottawa Journal, which we quote in full:

There's paths, it seems to us, in that story of yesterday about the big banquet they're giving Mr. King. The story said that six Liberal provincial premiers would be there. The paths, even to a cold Tory heart, is in the question: What of the seventh? Where, oh where, is "Mitch"? "Mitch the Magnificent?"

There, right up at the head table, will be British Columbia's Pattullo, his expansive shirt front gleaming in the candlelight, and suggesting an apt description. There, beside him (blot out Alberta) will be Saskatchewan's Patterson, beaming a bucolic pride. There, also, will be the lean Bracken of Manitoba, with an eye on "Jimmie" Gardiner; there New Brunswick's Dysart, with a platitude, if not a song, in his heart; there Prince Edward Island's youthful Thane Campbell, tolerating the wine; and there, last but not least, Nova Scotia's Highland "An-

gus"—Angus with his kilts, and the halo of future leadership upon him.

But no "Mitch."

Will they be missing him, we wonder? Will they be content to play Hamlet without the Prince of Denmark anywhere about? There they will be, with the chandeliers agleaming over them, the "happy family" Mr. King once spoke of—and yet...? Far away, in his farm home, the falling mists of evening outside, will be "Mitch", his face perhaps pressed to a window-pane, and with maybe only Chester Walters to comfort him. Will the revellers not think of that? Not give one fleeting thought to "Mitch", once their darling and their joy?

No fleeting thought, we know, will darken the night for C. D. Howe, and Norinan Rogers, and Euler, and Norman Lambert; "conspirators" have no talent for regret. But there's Ian—Ian MacKenzie. Can Ian, who still sometimes breaks bread under "Mitch's" hospitable roof as welcome there as Mr. Gene Tunney—can Ian let joy be unconfined, and his pal and comrade away? Poet that he is, will he not rise, and in his best Burns' night manner exclaim:

"His presence haunts this room tonight,
 A form of mingled mist and light
 From that far coast.
 Welcome beneath this roof of mine!
 Welcome! This vacant chair is thine.
 Dear guest and ghost."

EDITORIAL NOTES

Kingslake—"Eothen"—born this date, 1809.

According to Ontario Department of Agriculture the peach crop will be 15 per cent higher than in 1938 and the grape crop 28 per cent greater.

Nobody has advertised more than the Prime Minister that he is not meditating an election—except, of course, our own Premier before he dissolved the House.

Because Mrs. Edward Brown, of Chicago, insisted on buying her husband's neckties, he left her and she obtained a divorce. Her counsel said that Mrs. Brown, 22 years old, bought all her husband's neckties and insisted that he wear them. The husband climaxed his objections by leaving her to wear her own purchases—and the trousers as well.

Regret will be felt by many who were not supporters of Dr. Dunning that he "does not choose to run" at next election. One can help but like the newly-made doctor; he is so genial and kindly, such a persuasive orator, such a whole-hearted protectionist—since he left Saskatchewan—and has such an appreciation of the fitness of things that, like the Prime Minister before him, he has come to the conclusion it is safer not to risk his political reputation on a vote in this Province.

The entire history of the Montreal unfortunate terminal venture is recorded in the current issue of the Financial Post of Toronto and one of the facts stressed is that the first intimation of a revival of the project abandoned in 1932 was given by two members of the Ottawa Government during the St. Henri by-election in January of last year, that the Government refused to hear opponents of the scheme, and that the C.N.R. directors did not make their announcement till eleven months later. The general suspicion that a political purpose is being served, appears, in the light of these circumstances, says the Gazette, to rest upon a very strong foundation. Even if the Government did not originate the plan for this \$12,600,000 expenditure it is nevertheless bound up directly in the project, financially and otherwise, and cannot therefore escape responsibility for an obvious and flagrant violation of the statutory policy of co-operation to which the Administration and both railway systems are bound.

The construction of timber houses in Scotland is now well beyond the experimental stage. Many schemes are in progress or in prospect, and at least one large scheme of 500 houses at Dundee, built of Canadian Western red cedar, is now nearing completion. This contract was recently extended to include the building of 540 additional houses of the same type of construction. "To the Canadian lumber industry," says Mr. Johnson, Trade Commissioner, "particularly that of British Columbia, the importance of this type of building is obvious. Even if all houses in Scotland continued to be built of stone or brick, large quantities of Douglas fir would be needed for carcassing and finishings, because a quarter of a million or more houses are required in the next ten or twelve years. But if a considerable part of each of these houses is to be of timber, as seems altogether probable, the quantity of timber needed will be much increased by the use of Western red cedar for walls, weather boarding and shingles."

The King Government has for two years resolutely refused to meet the demands of groups in the House and of many organizations throughout the country to impose an embargo on the shipment to Japan of essential war materials, including important metals and foodstuffs and forest products. During the past three years while Japan has been pushing her frontiers westward in Asia, Canada has sold to that country about \$80,000,000 worth of goods, of which metals represent the largest share, including nickel, copper, zinc and scrap iron, while Canadians in that period bought from Japan about \$25,000,000, including textiles, rubber products and a variety of less important commodities. An important feature of the situation created by President Roosevelt's sudden move is the possibility already pictured of Britain also terminating its old trade treaty with Japan. Such a step would almost automatically end Canada's friendly trade relations with the aggressor in Asia. During the Bennett regime there was a three-months trade "war" between Canada and Japan, each imposing its maximum duties on the goods of the other, but Mr. King on returning to power ended the controversy by letting Japan have her way.

NOTES BY THE WAY

Willie sat down at his desk and regarded the examination paper with some anxiety. Then his face cleared. He could do it. "What", ran the first question "is a synonym?" Carefully Willie wrote: "A synonym is a word you use in place of another when you don't feel the one you first thought of." "What is velocity?" was the second question. Again Willie did not hesitate. "Velocity", he wrote, "is that with which a man lets go of a bee." He passed. London-Tri-Bits.

The state of Iowa recently imposed a cigarette tax. It now wishes to count the tax as making a contribution of the good people of Iowa. Certain Iowa people, the authorities discover, are engaging in the nefarious practice of going to a neighboring state, buying a couple of packages or a carton of cigarettes untaxed by Iowa and then returning home. Even trucks are suspected of slipping a couple of cartons into the trunk. The Iowa tax provides that anyone caught in the state with more than two packages of cigarettes not bearing the Iowa tax stamp may be fined \$50. for each pack. And Iowa revenue agents may enter any home or business establishment without a warrant, or stop any car or truck without a warrant, to search out the tax-dodging cigarette.—Winnipeg Tribune.

For many years, the theory of amalgamation of county school sections was not popular. Elected trustee boards did not relish the extinction of their authority, and there was a certain amount of local pride associated with the existence of the school. Time and intelligent consideration of the problems involved have succeeded in breaking down these prejudices. The people of the country now realize that circumstances beyond their control are dictating a course that is likely to prove the best for all concerned.—Woodstock Sentinel-Review.

No matter what the British and French attitude may be, it is certainly this country's duty to itself to let Japan know that the measures adopted by her armed forces against international communities in China and the naval action against Kulangsu in particular, are war measures. She should be told in no uncertain terms that it is not this country's custom to remain friendly relations with diplomatic or commercial, for one day with nations that have gone to war with us.—New York Herald Tribune

I have often said that if ever a Ministry of Information were created in this country Commander Stephen Kingslake ought to be given a prominent position in it. In the light of events I am inclined to revise that opinion, for Commander Kingslake, through his own merits and the aid of the staff of the German Minister of Enlightenment and Propaganda, having read the last of the three letters so far I am not surprised. It is precisely the right mixture of genial, badinage and sober argument to attract attention, and if not to convert at any rate to impress. The letter touches lightly but firmly on Germany's financial policies, admits freely.—London Spectator

The rabbit story which Lee Hartman and Roy Caldwell are now circulating in Des Moines, Iowa, or may not be a straw in the wind. It does, however, have a moral which may be worth the attention of eminent personages who have been going on the theory that worms don't turn and that rabbits are not pugnacious. Mr. Hartman and Mr. Caldwell, according to the Associated Press, stopped their cars somewhere on the Iowa prairies to find out what the rabbit was up to. "The rabbit", as the despatch continues, "was sitting on a log, a five-foot bull snake that had attempted to swallow her young. The men said they watched while the rabbit seized the snake, shook it and killed it." Mr. Hartman and Mr. Caldwell then went back to Des Moines, as almost anyone would do under the circumstances. Perhaps no conclusions should be drawn as reports come in from some trustworthy old-fashioned fishermen or a few reliable early birds. Still, the situation is worth watching.—New York Times

The Capetown City Council has agreed to the erection in the city of a municipal theatre at a cost of about 40,000, which 210,000 will be contributed by the Centenary Celebration Committee. It was decided that the control of the theatre's activities be vested in the Council, which would act on the advice of an advisory board composed of representatives of the theatre committee and the Council. The resolution provided that the selection of a site for the proposed theatre should be left to the sub-committee of the General Purposes Committee which investigated the original proposal. The sub-committee to act in conjunction with the City Planning and Development Committee.—South African News Bulletin.

When Dickens visited these shores nearly a century ago, he was very much struck—literally so, he said—by the American habit of chewing tobacco and spitting. He has been there in public and private. In those days no home, saloon, hotel or legislative hall was completely and elegantly furnished unless it had its quota of chewing tobacco. Chewing tobacco and even the taking of snuff still go on at a pretty good rate in the United States, as the manufacture and sale of plug tobacco and snuff are still important business—show, still, the habits are not universal and considered almost obsolete, as in the early days of the republic. The customer survives only in remote provinces and in legislative assemblies, where it may always be retained, vestigially, at least, as an emblem of early democracy. Chewing tobacco and spitting tobacco juice was a harmless enough habit though compared with the imbecile and perilous one of tossing away lighted cigarette butts, indiscriminately in public and private.—New York Herald Tribune.

PUBLIC FORUM

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

CH'TOWN-BORDEN HIGHWAY

Sir—My thanks to The Guardian for contacting Mr. Bissett, President of the Charlottetown Board of Trade with reference to the recommendations of that body re the route of the Charlottetown-Borden highway, and for securing the explanation of their action. Mr. Bissett's statements, as reported in your issue of the 2nd inst, clear the atmosphere of the unsavoury odor of a biased decision. Since it is apparent that the route for the highway has been definitely established, and since another fast one has been put over Charlottetown, despite our warning to all business men of the city during the winter of 1933, by giving them a through highway to Summerside via Bonshaw, Albany and Bedouque, instead of to Borden as was the original intention, and since the Board of Trade and City Council of Charlottetown are dissatisfied with the route followed, it is time that pressure were applied to have a direct Charlottetown-Borden highway laid.

In my former letter, and that of "One Interested" served to some extent to enlighten the citizens of Charlottetown and other parts of the province re the advantages of the Cape Traverse-Augustine Cove route over the one recommended by the Board of Trade and sanctioned by the City Council. Charlottetown and points east are directly interested in a shorter, direct road to Borden and having the impractical route of the government, as has been shown. They have been shown that the route recommended is no shorter than that through Augustine Cove, that it collects more snow, and has many other disadvantages, while the five farmers (concerning the number "four" as previously stated) whose land is concerned in the construction of the 12 miles of highway recommended are 100 per cent opposed to it. I am informed by an authoritative source that one property would be reduced in value fifty per cent should a new highway be built diagonally through it, while settlement with the owner would be made on a fixed government rate per acre for the land appropriated. Another farmer whose land would be diagonally crossed tells me that it is worth annually to him the amount he would receive in full settlement for the land required for the construction of the highway across his property.

With regard to the cost of the two routes, taking into consideration the cost of buying the land, the cost of bridge construction, and of grading and paving, the total cost of the 3-8 miles of highway recommended by Charlottetown would be little below the cost of paving the route through Augustine Cove. If the reduction in the value of the five farms crossed is considered, as it should be, since they are provincial assets, the shore route will figure the cheaper of the two.

Attention has already been directed to the greater number of residents to be served on the Augustine Cove route, and to the extensive agricultural enterprise on one arm of it. It should be added that the traffic in farm produce and supplies on this road is undoubtedly the heaviest of any route of similar length in the province. As is generally known, this is one of the greatest potato producing districts on Prince Edward Island.

Now Charlottetown, the districts of Carleton, Cape Traverse and Augustine Cove are untidily 100 per cent behind a movement to have the old post road, through these communities, hard-surfaced, connecting at Carleton with the Borden highway and joining the new Charlottetown-Summerside highway at Tryon, and we are assured by officials of the town of Borden that they will strongly support you. You contend that you want a direct highway to Borden—that you are impartial to the route providing the distance is reduced to a minimum. Here it is.

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S. A. MacDONALD

The route you proposed has been proven impracticable while the one through Augustine Cove is highly feasible and greatly needed. We all make mistakes. It's no disgrace to change your mind. This is the route you originally supported and thought you were getting. Let's get together and pull in one direction. We are going after this highway and do not intend to cease until we get it. With your hearty support construction of it will be accelerated, while pulling in opposite directions will delay progress. In unity is strength. Let's all pull on the one string until it snaps, and while securing your direct route to Borden you will be benefiting a large section of prosperous farming communities.

I am, Sir, etc.
 A. K. LORD.

BORDEN-CH'TOWN HIGHWAY

Sir—In Wednesday's Guardian I see Mr. Bissett's explanation of the Charlottetown Board of Trade's attitude toward the Charlottetown-Borden highway which is now under consideration and I think the Board of Trade is very reasonable.

There is a pull between two sections of the country for the pavement which has been in question. The Board of Trade learned that the Albany route had been chosen, joining the Summerside pavement at Trueman's Corner. When this was learned the Board of Trade got in touch with members of the Government to ascertain if it was possible to have the pavement by a shorter route. The Board of Trade then suggested that a short cut of two and a half miles be paved which would bring one out directly at Carleton.

Now this spur would be a great blunder, if the Government is committed to the paving of the Albany route which I don't condemn. Instead of building and paving this spur which would be very costly for farm and school ground damages and the railway crossing which I understand would have to be tunneled under, let that amount of money be expended on the Cape Traverse route which has been in the making for 150 years. Then both of these fine sections of country would be served and Charlottetown and all East would have a direct route to Borden with all railway crossings eliminated which would be a wonderful realization for such an important traffic.

Both of these sections are worthy of recognition and both in due time will have the pavement. If this spur is put through now regardless of the Cape Traverse route it will, when the Cape

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Traverse route becomes paved, is of little use but a burden for all time to come for up-keep. If another that would urge the East of Trade to make a thorough investigation before an irreparable wrong may be done, destroying school ground and farms and wasting money on railway crossing, etc., instead of investing that money where it would accommodate that fine section of country and accomplish the desired result for the increasing traffic.

I am, Sir, etc.
 PUBLIC INTEREST.

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