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SATURDAY JANUARY 19, 1924

IN THE WORLD RECORDS

Once again Prince Edward Island stands in the list of world records, this time with its fast horses. Everyone read with justifiable pride in yesterday morning's Guardian that at one of the biggest and hottest ice races held in America this season—at Mt. Clemens, Mich., this week, "The Yank," owned by Col. D. A. MacKinnon, D. S. O., of this city, broke two world's records, namely for one mile trotting and three heat trotting. This is a splendid achievement and gives Prince Edward Island a more brilliant color on the map on which it has only recently found a place.

To the men who, knowing the quality of their stock, have the courage and the enterprise to try conclusions with the world's best, our province is indebted for the very valuable publicity which it has recently received. To win out among the world-beaters is a distinction to be proud of. Prince Edward Island has long had a reputation for good horses and visitors to our city are frequently heard commenting admiringly on our handsome drivers. More interest than ever will be elicited by the fact that we have broken the world's record for speed.

Col. MacKinnon is to be congratulated on the result of his venture among the fastest horses in America and is entitled to the Island's thanks for giving it a more conspicuous place on the world's map.

GETTING BUSY

Premier Armstrong of Nova Scotia has been in Ottawa recently and has informed one of the news papers there that fifty-seven years of confederation has not satisfied the Maritime provinces that they are getting their rights. Premier Veniot of New Brunswick was also in earnest correspondence with Ottawa a few days ago and he too expressed the opinion that the federal machinery was creaking ominously in New Brunswick.

It is not claimed by either of these two that they had been invited to Ottawa to confer with Premier King on matters of general importance to the whole Dominion, as Mr. Crerar and Premier Dunning had been. The only thing revealed is that they have both discovered that something is going wrong in the Maritimes and that it is time to do something. It is significant that, during the bye-election campaign in Halifax and Kent, these two gentlemen were vociferous in declaring that everything was lovely and that there was nothing more to be desired than a new elevator for Halifax and a new railway for Kent County and these would be provided immediately the Liberal candidates were elected. But the Liberal candidates were not elected. Evidently the people wanted something other than an elevator and a railway or they did not believe they were going to get these.

These two gentlemen have now discovered that there is something wrong with the machine.

Premier Armstrong, who has to face the electors during the present year, suggests that a Royal Commission be appointed to examine the machine. There are two Royal Commissions now in active operation, each at a tremendous cost to the overtaxed people of Canada. One of these has been looking into alleged difficulties between the British Empire Steel Corporation and its employees. The Commission spent weeks in investigating these difficulties and are now investigating their investigations at Ottawa at so much per. Mr. E. M. MacDonald, Minister of (his own) Defence, a member of the Cabinet and who is by no means ignorant of the affairs of the B. E. S. Co., is easily within reach of the Commission for advice, if needed. To show how much heed is paid to the findings of the Commission, the B. E. S. Co., the other day announced a 20 per cent cut in the wages of its employees! Yet the Commission is still investigating at so much per day with perquisites!

The Pulpwood Commission is also scouring Canada at a cost of several hundred dollars a day with a view to ascertaining whether or not an export duty should be put on pulpwood immediately, which an Order in Council recently decreed should not be put on within the next ten years

That something has gone wrong in the Maritimes is unquestioned but Premier Armstrong's proposed commission will not find it. The people are disgusted and discouraged in the three Maritime provinces and no amount of Royal Commission oil or axle grease will make the machine run smoothly. The people are demanding that the machine be pulled down and rebuilt. This is the only remedy and it will be applied as soon as the people get the opportunity.

THE HAPPY MEDIUM

A farmer who had amassed a considerable bank account and a few mortgages on neighbors' properities, was asked how he had succeeded so well in a neighborhood which was not particularly prosperous. His reply was "by doing without things." Probably if some of his neighbors had been asked why they were poor and in debt they would have blamed the high prices they were obliged to pay for their necessaries and the poor prices they were receiving for their produce.

Both reasons are correct. Many men have amassed wealth by doing without the necessaries of life; they lived the lives of misers, wealthy paupers, taking no enjoyment out of life and doing nothing for the benefit of their fellowmen. They are more abject wrecks than the poor who have nothing, more miserable than the actually starving.

On the other hand there are those who keep themselves poor by buying everything they want or think they need. They enjoy life with one hand and suffer the pangs of poverty with the other. They have a good time till the bills come due. These are they who see things differently "the morning after the night before."

In living and earning and spending, the wise course is the middle way. Every one who earns a dollar has a right to some benefit from that dollar. He who goes hungry for the sake of salting the dollar down and he who goes out and spends it on one grand feed are twin brothers and both fools. The prudent man measures his dollar and his need and spends accordingly. Self discipline is one of the greatest of virtues and it is a wholesome exercise to deny ourselves occasionally even if we could afford the indulgence. A happy medium in all things, in enjoyment, in self-denial, in having and wanting, is one of the main roads to happiness.

Notes By the Way

Hundreds at the Prince Edward Theatre have lately witnessed a visual presentation of dramatic scenes in the life of the Emperor Napoleon and the Empress Josephine, whom he divorced. The pictures have served to revive memories derived from reading histories of the eventful period in which the great Military Commander was for years the central and most prominent figure. Throughout much of that time Britain was his enemy on sea and land and his most earnest desire, like that of the German Kaiser a century later was to invade and conquer England. At last in his final downfall he became a prisoner to Britain and was banished to the island of St. Helena. It is related of him that while imprisoned that he was asked if he could have conquered England at any period of his career? His answer was: "Able was I ere I saw Elba." This answer whether true or not, was remarkable in this that the sentence of seven words reads forward or backward exactly the same.

Would it not have been better for Europe and the world had the Kaiser been banished to St. Helena as Napoleon was? Would Germany have greatly resented such action and perhaps have made it the basis for another war? Who can tell? Since the battle of Waterloo was fought in 1815 Britain and France have enjoyed 100 years of peace. Might not history have repeated itself if the Kaiser had been banished in 1918? British and Prussians in alliance fought side by side at Waterloo. Forty years later in the fifties of last century, British and French in alliance were fighting side by side against the Russians in the Crimea and a few years ago were comrades in arms against Germany.

Grattan O'Leary in MacLean's Magazine tells that "every week, every month, every year since the Armistice, Canada has been plunging into heavier taxation and debt." He compares this with what has happened in 1922-1923 in other countries:

"England. Produced surplus of approximately £400,000,000 and reduced taxation by a shilling in the pound.

"United States. Produced huge surplus, reduced liability of nation by $2,000,000,000 and proposes enormous reduction in taxes.

"Australia. Balanced budget.

"New Zealand. Produced surplus more than $6,500,000 and made heavy reduction in taxes.

"Canada. Increased national debt by $50,000,000 and practically doubled her Sales Tax. And last year Canada added considerable more to her debt than in the year 1897-1907."

Thus far we quote Mr. Grattan O'Leary. We may add that the ten year period last referred to was during the Laurier regime and the one year just past was under the Mackenzie King government. In the matter of running the country into debt the King Liberals have thus **beaten Laurier ten to one** and he made the money fly pretty lively in his time. Laurier always had a majority while he held power. Premier King has had to buy his majority in a dear market which accounts for the contrast. Apparently he will have to buy them again during the coming session of Parliament.

Despatches published in yesterday's Guardian throw further light on the conduct of the King Government and the kind of satisfaction it gives to the country. We hope all those who are interested in the public welfare have read Bishop Fallon's open letter to Premier King in regard to the failure of the Home Bank of Toronto. That failure, which brought misery and suffering to hundreds of thousands of Canadians, Bishop Fallon rightly characterises as "the most discreditable story ever made public int he annals of Canadian finance." And this occurred despite Government supervision. Finance Ministers, and the **Bankers' Association.** What was government supervision worth in the Home Bank case? It was apparently of no value at all.

Another despatch from Ottawa tells that Premier Armstrong of Nova Scotia has been there and has left for home. He declares that the Maritime Provinces are "not satisfied" and left behind him a memorandum suggesting a commission to inquire and devise a remedy. And **Premier Veniot of New Brunswick** has sent a telegram to Premier King which tells that he and his government are "not satisfied" with the railway freight rates; that they feel keenly about it and want the matter investigated at once. He adds that they "intend to keep at it" until the facts are brought out and a remedy applied. All this is no mere Tory fault-finding and pessimism. It is a high Church dignitary and two Liberal Premiers of Provinces who are the complainants. Do they indicate that the people of Canada are satisfied with the King Government? Far from it. "Government according to the well-understood wishes of the people" has become a thing of the past!

Happenings of the Week

A MENTAL SEDATIVE

There is this to be said for Mah Jong,
There is no one to load you with blame
If you chance to do anything wrong,
For it isn't a partnership game.
In bridge, it is not our opponent you fear—
You know he's no mercy to lend you—
It's the glowering look or the pitying sneer
Of the fellow who ought to befriend you.

When a man with a scowl on his face
Says in accents unpleasantly tense,
"Did you know you were trumping my ace?"
"Or haven't you very good sense?"
Your temper is hard to keep under control,
For he seems to you cold and unfeeling
And his words make a wound in your innermost soul
Which will always remain beyond healing.

When a lady with whom you have played
A soul-racking rubber or two,
Observes: "Oh! my nerves are so frayed!
I can't go on playing with you!"
Which most of them will, if your luck has been bad
You (in spite of your hollow-toned laughter),
Whenever you think of that dame will get mad
And stay mad a fortnight thereafter.

I know in Mah Jong that I pung
When the thing I should do is to chow,
The words get confused on my tongue
And are mixed when I say 'em, somehow
But having no partner to cry out my shame
To the joy of the other folks present,
I have come to regard quite a common place game
As exceedingly soothing and pleasant.

• • •

Dear old Queen Alexandra, the beloved of the people of the Empire, it is announced, is in excellent health and spirits. She met and fell in love with the late King Edward as far back as 1861. The Princess, as she then was, had gone to a family gathering with her parents. Gossip had preceded her, and when chaffed on the rumor about "a certain Prince," she laughingly said: "I have got him in my pocket"—and produced the portrait of the Prince of Wales—her future husband.

• • •

Mrs. J. G. McPhail of Montreal, was called home this week owing to the illness of her mother Mrs. McQueen.

(Continued on Page Five)

Daily Selections FOR Guardian Readers

WIRELESS

Was it through you,
That the robin knew
That winter had gone and the skies were blue?
Did the crocus know
That the breezes of springtime
From you in the snow
soon would blow?

Do the violets catch
At some swift dispatch,
When they pull so genty at April's latch?
Do you tell the rose.
It is time to close
Her perfumed tents ere the summer goes?

Does October hark
In the forest dark
For your signal to kindle his flaming spark?
And is it so
That the wild geese know
That winter is near and 'tis time to go?

Oh, wonder thing
That no noiseless wing.
Sweeps round the earth such word to bring!
Spirit of air
Still higher fare,
And thanks to a greater Spirit, bear'
—Pauline Frances Camp in Edison Monthly.

The Public Forum

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

A JOKE OR IGNORANCE?

Sir,—I see by to-day's Guardian that "Traveller" is not satisfied with abusing Government Officials, but makes an attempt to call the Boards of Trade to account.

"Traveller" may not appreciate what Boards of Trade have done and are continually doing, but business men throughout the Province who make up the Boards of Trade, and have been giving of their time and efforts, voluntarily for many years, can only treat such communications as that of "Traveller" as a joke or an exhibition of absolute ignorance as to what is going on. Before the coming summer passes by, your correspondent will probably have reason to change his opinion on certain matters, and as a result of Board of Trade efforts. As far as I am concerned, personally, I decline to enter a newspaper controversy with any one afraid to come out in the open and sign his name to his letters. To say the least it is rather inconsistent on the part of "Traveller" when assuming to pose as one capable of forming or judging public opinion.

I am, Sir, etc.,
J. O. Hyndman.
Charlottetown, P. E. I.
Jan. 18th, 1924.

OUR RAILWAY MANAGEMENT.

Sir,—As a shareholder in the "Canadian National Railways Company," I am delighted to learn from The Guardian that Sir Henry Thornton is determined to tolerate no longer the interference of party politicians with the control and management of the great property in which we are all so deeply interested. If party and sectional interests are to dominate the control and management of our railway, as heretofore, we shall evidently have to continue paying millions upon millions of dollars every year on account of railway deficits, and in the end see it go into the hands of a private company, with the burden of the railway debt remaining fastened upon us.

I note that Sir Henry predicted that if he be given a free hand in the railway management, the people of Canada, owners of the railway, "may expect to find themselves freed from the burden of deficits in the Canadian National Railway system in three years' time." Surely it will be worth our while to give him and his staff of railway experts a chance to fulfil this promise.

We should, indeed, do what we can to bring to pass this highly desirable result which Sir Henry anticipates. We should say to our representatives "hands off the railway."

Already there has been noted by passengers a decided improvement in the tone and attitude of the trainmen. I have heard several commendatory remarks by persons who have lately travelled over the C.N.R. It is said that the attention and courtesy paid the travelling public by the trainmen on the C.N.R. compares not unfavorably with that which is paid by the trainmen on the C.P.R.—and that it is felt that party politics are not so influential or aggressive as they were a few years ago, and that the President and other officials of our railway are in practical control.

Let us, then, encourage an independent railway management; and let us discourage interference on the part of the politicians in office for the time being. As individual shareholders, we may each and all, of course, point out to the railway management the conditions that are unsatisfactory, and suggest improvements, that may seem to be desirable. But neither we nor our representatives in Parliament or Government will do well if we continue to dictate to the railway management.

If at the end of three years, or any year, it is found that the service rendered by the railway continues to be unsatisfactory, and the financial results such as are likely to prove ruinous we and our representatives have the same remedy as shareholders in other corporations have—we can change the management.

I am, Sir, etc.,
A CANADIAN TAXPAYER.

THE TRANSPORTATION QUESTION

Sir,—When our traffic has attained justifiable proportions a second steamer at the Capes will come as a matter of course. But until then it is unreasonable to expect one and we do our cause little good by clamorous demands for what is not required. No one can pretend that the present boat is unable to easily handle not only the present traffic but the requirements for several years to come. When we know that the boat we have lies serenely in the harbour at Borden every day from about 4 o'clock in the afternoon until the next morning at 9 for almost seven months each year while passengers mails and express matter are kept waiting at Sackville for another day it seems like a travesty of common sense to expect the country to furnish a second steamer. If the Boards of Trade putting away their fears of offending this official or that, would direct their efforts to secure a connection of the steamer we have with the late trains they would help to accomplish something worth while for the Province and would justify their existence as representative bodies. In all the visits of the railway heads to the Province they have never heard a word so far as the public know from the Boards of Trade as to the desirability or value of such a connection. What appears to most people to be our immediate and pressing need has so far escaped even the notice of these bodies. Let them rouse themselves from their dreams, stick close to the earth and in future give some attention to practical attainable objects. Just think of it. In March, April and May the days length corresponds with those of September, August and July, yet during the whole of March and April and the half of May the valuable and powerful Cape Steamer is not permitted to meet the late trains but is kept lying in the Borden docks from 4 o'clock in the early afternon until 9 the next morning! Such is the intolerable mockery over which our Boards of Trade for some inscrutable reason keep silent.

"We have held a dishonoured Bond of the Dominion of Canada for 50 years." "While other Provinces have been living in railway luxury we have been strangled or starved" exclaims Mr. Hyndman.

Are these accusations quite fair? No cause is helped by exaggeneration. We should endeavour to shun the reputation of seeming to be happy only when we have a grievance.

I venture to assert that no Canadian Province has anything like as much railway mileage in proportion to its area as ours. It is common knowledge that several parts of this Province are served with one or two trains a day where people in many other parts of Canada equally important are glad to get two or three trains a week.

As to the 50 years dishonoured Bond it may be well to point out that it did not provide for the conveyance of freight but only for that of mails and passengers. Considering all the circumstances and particularly that ice breakers are only so to speak of yesterday the compact has been fairly well kept. Canada never bargained to give us a tunnel. She did to give us efficient steam service winter and summer. As long as she provided the best which the time afforded even if the continuance was not perfect, there would be a reasonable compliance with the terms. It will do us no good to get the reputation of being the spoiled child of the Confederation.

Without going to extremes in our demands there are many things to set right. There is the ballasting of our railroad. Since the coming in of the operation of the broad guage our road has become a menace not only to the drivers but to the passengers and train hands. The ballast so far used is, I undertand of Island production and is little better than the stuff used by the Local Government in the construction of what it is pleased to call "permanent roads" but in reality is of about the same quality so far as permanence and stability are concerned as the sands mentioned in the Scripture parable that formed the foundation of the house that fell to pieces on the approach of the rain storm.

If the Boards of Trade resolutely apply themselves to this matter and urge that proper material be brought from the adjoining Province they will perform a worthy service and perhaps be the means of preventing a tragedy.

I am Sir, etc.
TRAVELLER

ARMENIAN RELIEF

Sir,—As you may or may not know, the Prince Edward Island Committee of the Armenian Relief Association in Canada, of which the Honorable A. B. Warburton is President, have undertaken a campaign to raise funds for the Armenian Relief. The writer is Honorary Treasurer and to date has received many contributions in response to a Christmas letter sent out by Headquarters in St. John, N.B.

In order that the public may have a little more information in regard to the work of the Relief Association, I am enclosing a copy of a letter which has been received by Mr. W. esop, Secretary of the Armenian Relief Association, from his friend, Major C. A. Lewis, of the British Royal Air Force in Chalkis, Greece, under date of December 1st, which, if you have space I am sure the Association would appreciate it very much if you would give due publicity. The cause is a worthy one, and I feel should have generous support.

I am, Sir, etc.,
L. D. MURRAY.
Hon. Treasurer.

(Enclosure.)
R. A. F.,
Chalkis, Greece,
Dec. 1, 1923.

My dear Jessop,—I am sure you will be most interested to hear of my experience the other day. I was invited to inspect an orphanage run by the Canadian & American Near East Relief in this town, and I assure you that, in spite of what I had already heard, I was astonished to see what a splendid organization it is. I had always associated orphanages with 'Mr. Bumble,' and almost expected to see hundreds of miserable kiddies moping around without a spark of life in them, and looking as though they hadn't seen a square meal for years. What was my surprise to

(Continued on Page 6.)

That Body of Yours

By James W. Burton, M.D.

THE CHILD BELOW PAR

I had the privilege of examining the boys of a reformatory school a couple of years ago.

They ranged in ago from ten to eighteen years.

As I looked them over there were some well built boys in the group, but not very many.

I had not gone over many of the boys before I found an unusual number of physical defects, such as a school examiner finds in any city scheel. That is in regard to teeth, throat, and eyes.

However the outstanding thing was their height, weight, and chest development. They were much below par in these points.

I went into the matter of the family history of the boys with one of the officials of the school.

From him I learned that many of the boys came from homes where one of the parents was missing.

This might be due to the death of that parent, but more frequently due to dissensions and quarrelings between the parents.

I asked the official which was more frequently to blame, the mother or the father. "Well," he said "I used the think it was the father, but the more I investigate matters, the more I believe that it is fifty fifty, or equally divided between mothers and fathers."

Now I learned from the boys and likewise from this official that the parents of certain boys of poor physique, were themselves of good physique.

What is my point.

That given good surroundings, good food, and regular hours, children will usually resemble their parents in build.

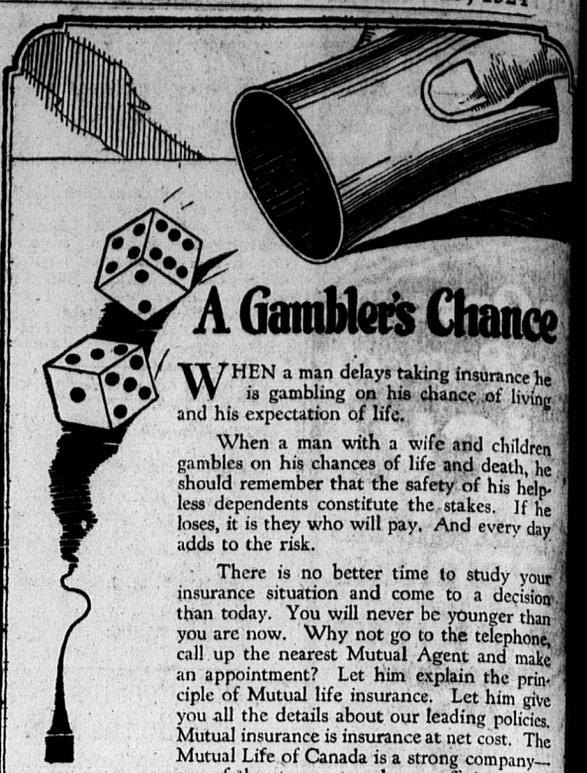
But with a household upset by domestic troubles, where the children go to school when they like, are on the street, or at the movies day and night, where well cooked nourishing food is an unknown or rare thing, these children show it in their bodies.

And the unfortunate thing about it all is that it occurs just when they need good food, proper hours, to say nothing about discipline.

This school was doing good work considering its inadequate equipment.

But I just wondered if as citizens we realize how much was being done for the next generation by pastors, priests, and social workers, who toil so hard and so patiently to keep husband and wife, father and mother together in the home.

Their work will show in the bodies of the children, to say nothing of their moral and spiritual development.



A Gambler's Chance

WHEN a man delays taking insurance he is gambling on his chance of living and his expectation of life.

When a man with a wife and children gambles on his chances of life and death, he should remember that the safety of his helpless dependents constitute the stakes. If he loses, it is they who will pay. And every day adds to the risk.

There is no better time to study your insurance situation and come to a decision than today. You will never be younger than you are now. Why not go to the telephone, call up the nearest Mutual Agent and make an appointment? Let him explain the principle of Mutual life insurance. Let him give you all the details about our leading policies. Mutual insurance is insurance at net cost. The Mutual Life of Canada is a strong company—one of the strongest and most efficient insurance companies in the world. Write us for Mutual literature, and make that appointment—now.

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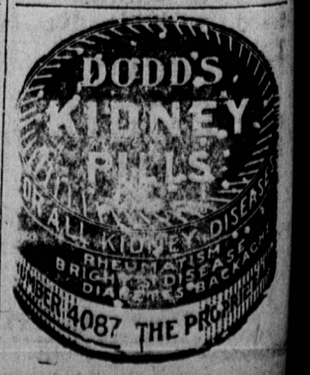
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