

The Charlottetown Guardian

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FRIDAY, JULY 24, 1936.

Unhoned Anniversary

Our contemporary recalls that yesterday was the first anniversary of the election of the LEA-CAMPBELL Government, with an all-Liberal representation in the Legislature. It missed the opportunity of reminding its party dictators what the Toronto Globe, leading Liberal newspaper, had to say on that momentous occasion.

Who Is Responsible?

There have been widespread complaints this season with regard to the prevalence of drunken driving. Grand Juries at every recent session of the Supreme Court have warned against this growing menace, and similar complaints have been voiced repeatedly by correspondents in the press.

This matter is one which falls directly within the department of the Premier and Attorney General. In former years enforcement of the Prohibition law was vested in a Commission, independent of politics; and while that system was by no means perfect, and failed to eliminate drunken driving completely, yet the records show that the Province, under Commission administration of the liquor law, had a comparatively small per capita number of traffic accidents, while drunkenness generally was less prevalent than it appears to be today.

It will be recalled that on September 25, 1935, following the victory of the LEA-CAMPBELL Government at the polls, a special session of the Legislature was called. On the eve of this session the annual meeting of the Prince Edward Island Temperance Federation took place in Charlottetown. The Federation discussed the report that the Government intended doing away with the Prohibition Commission and it was the consensus of opinion of all present that this would be an unwise procedure.

The movement toward centralization continued slowly but surely. However, it remained for President Franklin D. Roosevelt to give it full career. The New Deal enactments have disregarded state lines and states' rights. Much of the legislation sponsored by the Roosevelt regime has been a flagrant disregard of the constitutional restrictions on Federal powers, as has been made clear by the Supreme Court in several noteworthy decisions.

admitted. But another change has been adopted which also has had its effect. We refer to the new system of issuing prescriptions. Each doctor is now issued with 50 beer scripts and 15 liquor scripts per month. At the last meeting of the P. E. I. Medical Association, this system was roundly condemned, as catering to beverage and not medicinal requirements. It is highly significant that this change was made just prior to the introduction in this Province, under Government auspices, of a breeding stallion loaned by a Montreal brewery, whose "generosity"—to quote the expression used by the present Minister of Agriculture—has been amply repaid in increased beer sales through Government stores.

Much might be said on this subject, which has occasioned so much unfavorable public comment during the past few months. We need go no farther than Premier CAMPBELL himself to find where responsibility must be placed. Even under Commission administration, it was Mr. CAMPBELL's contention that "law enforcement, especially in reference to the Prohibition Law, can only be obtained from a Government which has a sincerity that is born of conviction."

Editorial Notes

This is the anniversary of the capture of Gibraltar by the English in 1704.

Farmers must be on guard. Late blight will get their potatoes if they don't look out.

They are fighting in Spain to decide which are loyalists—Royalists or Communists.

Pictou is having a Presbyterian Synod to wipe out the effects of the Lobster Carnival.

The trouble in Spain affords U.S.A. an excuse for establishing an Atlantic fleet, though the British Navy sufficed heretofore.

Ex-King ALFONSO has no false illusions about the struggle in Spain; he declares it is not for the restoration of himself or heirs to the throne, but to decide whether Communists or Moderates will dominate the Republic.

An Ottawa man no longer believes that the early bird catches the worm, though the autoist does. He got up early to take a constitutional when he was felled by one car and run over by another. He is now firmly convinced it is much healthier to lie abed in the morning.

Evidently in the Quebec election there "is none so base" as to acknowledge any connection with the late unlamented TASCHEREAU government. Hon. C. A. BERTRAND, K.C., Attorney-General and Provincial Secretary in the GODBOUT Government declared at Vercheres that "it was an outright lie to say he was descended from the TASCHEREAU regime."

Round London, Ont., they are experimenting with mud-tar paving similar to what was tried out here. It is termed multiused asphalt. The substance is used with clay and sand and is expected to produce a durable road at a small expense. A four-mile stretch of provincial highway between Tillsonburg and Port Burwell will be the proving ground for the experiment.

Messrs. W. E. MASSEY, Provincial Auditor, and P. S. FIELDING, Deputy Provincial Secretary, have been sent to Ottawa to confer with the National Employment Commission on the question of the procedure to be laid down for the national registration of unemployed on relief. The CAMPBELL Government depends more upon the brains of its officials than any administration in the Island's history.

Brampton Basilia, owned by B. H. BULL and Son, Brampton, has established a new world's record for the production of butterfat for three years in a row. In that period the Jersey has produced 22,364 quarts of milk containing 3,802 pounds of butterfat. No other cow in the world has come close to her record, and the first year of the three brought the world's butterfat production record from Australia to Canada.

Contrary to a statement appearing in yesterday's Patriot, The Guardian is informed that a fixed fee of \$10 has been charged bus drivers by the CAMPBELL Government, regardless of the length of route or the number of passengers carried, and that it is the unfairness of this licensing method that has occasioned the present protest. The Liberal press also states erroneously that the Conservative Government "accepted the tax from those who were willing to pay, and did not enforce the payment in all cases." The license collected under the Conservatives was from drivers of large busses carrying from 17 to 21 passengers, whereas it has now been extended to busses carrying five, six and seven passengers.

Manitoba election takes place on Monday, and the campaign has been warming up during this final week. Charges that public accounts of the Liberal-Progressive Government of Premier JOHN BRACKEN had been "mysteriously juggled" in a manner "dangerously near to intellectual dishonesty," were made by General H. D. B. KETCHEN, Conservative candidate in Winnipeg, in addressing his constituents. General KETCHEN stated the current deficit account when the Government assumed office August 31, 1922, was \$1,911,650. On April 30, 1935, that is shown as being reduced to \$874,888 a reduction of \$1,036,762, he said. The Government had borrowed by issue of provincial securities, \$3,178,169, and \$3,076,423 used for current account expenditures from the deferred subsidy account should be added to the deficit. Thus, the Conservative candidate declared, the actual cumulative deficit would be \$2,242,685.

Notes by the Way

A few years ago we Americans thought we had outlived one of the human verities: "The poor we have always with us." At that very time, when mendicants on city streets were a memory of the past, when industry was clamouring for more labor, and immigrants were crowding Ellis Island, in those years of full dinner pail, technology was already yearly setting adrift thousands of workmen, trained perhaps in only one form of craftsmanship, who were groping about in bewilderment trying to adapt themselves to a new kind of job in which labor-saving devices had not yet made such advances as in the craft that had thrown them out. Many economists were aware of what was going on and wrote their warnings, but no practical measures were taken to grapple with the new danger.

That Body of Ours

I know a chap with as much brains as the rest of us and possessing a good average body, who is never sick and walks a number of miles every day. However he has chronic diarrhoea, has had it for years, and it has had its effect in making him a nervous wreck. The cause of this chronic diarrhoea is believed to be due to "nerves." In fact, some conditions are more organic than diarrhoea and also the ulcer type of colitis, which is an inflammation of the lower bowel or large intestine.

We are a world of consultants. Whenever a problem comes up, we have to rush to some book, or some person, to see what he has to say, or what he would do if he were in our shoes. There is a little group, however, who consult the Man Inside—and this group comprises the leaders of the world, the rulers, the discoverers, the inventors, and the engineers who build and who keep astonishing the world with their revelations.

The foreign policy of the Japanese Empire must be the simplest in the world. It is, in short, to expand—economically, politically, and militarily—whenever and wherever possible, and no circumstance at home or abroad is permitted to vary this fundamental rule. Of other States it is usually held correct to take the policy of the Government, but no change of Government in Japan, however violent, makes the slightest difference. Nor is it necessary, as with other countries, to study the declarations of Japanese statesmen or ambassadors, for nothing they say has the least reference to what continues to be done.

Governor Landon swept the convention and his spokesman controlled its every move for two reasons. The Republican practical prospects in the East and regard Landon's proved strength in Kansas as assuring his appeal to the Middle and Far West, where President Roosevelt has seemed strongest. Among the voters who are either Republicans or have Republican leanings at this time, the name of Landon is familiar to all politicians because of their work on the effect of the emotions on the digestive tract.

The thought then is that proper diet—not much rough food—should be eaten, that search should be made for causes of increased action of the muscles of the lower bowel, that treatment by bland foods and the use of oil or water enemata should be continued, but that the effect of the emotions—continuous nervousness—as a cause of diarrhoea and colitis should be kept in mind and treatment given accordingly.

The Poet's Corner

I taste a liquor never brewed, From tankards scooped in pearl; Not all the vats upon the Rhine Yield such an alcohol!

The Communists' Challenge

(Halifax Chronicle) Dr. M. M. Coady of the extension department of St. Francis Xavier University, told the Prince Edward Island Women's Institutes, in an annual convention that the Communists are carrying on the greatest modern adult education movement in the world at work while educated classes sit back during the long winter evenings and do nothing to improve themselves or others, said Dr. Coady.

It is an unfortunate fact that no form of decoration for acts of bravery on the part of peace officers appears to be in existence in Canada. While the average policeman will look on deeds of courage performed in the face of extreme danger as being in the customary routine of duty, it would, nevertheless, be a source of gratification to his relatives—and incidentally to the organization of which he is a member—if some token of appreciation such as a medal were to be granted for acts of individual bravery. This especially applies in cases where a policeman lays down his life in the execution of his duty as happened in the recent case of Constable John Lewis of the Sarnia police force, when engaged in the apprehension of a notorious criminal during a liquor store hold-up. Many deeds of supreme courage are performed by peace officers throughout the length and breadth of the Dominion, and the bestowal of a token of appreciation of this nature for gallant service performed would be most fittingly signify the appreciation of the state and of the public whose interests they serve.—Ex.

Not all Indians are enamoured of the British connexion, but we doubt if any in ten thousand in

Wings Over The North

Thus did the fur trade, with its admirably organized system of transportation by canoe, York-boat and dog-team, supplemented by ocean sailing boats, map out the main body of the vast geographical area known as the Precambrian Shield, that mass of ancient rocks with its unique network of rivers and lakes and its wealth of furs, timber and minerals—which comprises two-thirds of the area of Canada. After 1821, when the Hudson's Bay and Northwest Companies amalgamated, practically all furs went out by way of the Bay and, as a result, the connection with the East was lost. But even then the timber trade, the next great industry of the St. Lawrence, brought about a new invasion of the Shield along its south-eastern border. This second harvest, white pine for squared timber, did not, however, push development to the far North.

Later, as the first transcontinental railroad, the Canadian Pacific, crossed the Shield, the connection with the East was restored. The harvesting of the third source of wealth in the Precambrian Shield was made possible by means of the railroad, and the northern frontier began to be pushed backwards. Meanwhile in the area far from the railroads, the canoe and dog teams of the fur trade still reigned supreme, aided by river steamers on the great waterway of the Mackenzie System. Mineral resources were known to exist through the reports of travellers, traders and explorers—Dr. Richardson, for example, discovered the great nickel-copper deposits at Sudbury. Still later the building of the Temiskaming and Northern Ontario Railroad brought about the development of the silver deposits at Cobalt and of the Porcupine and Kirkland Lake gold fields. The harvesting of the third source of wealth in the Precambrian Shield was made possible by means of the railroad, and the northern frontier began to be pushed backwards.

Gasoline power applied to schooners and smaller boats first played its revolutionary role in the services of the fur trade. The possible establishment of the chain of posts across the northern coastline and on the islands of the Arctic archipelago which Parry, Franklin and the many searchers for his lost expedition had placed upon the map. More spectacular, however, has been the application to transportation problems of the mineral industry, in the form of tractors and aeroplanes. Its history here begins in 1920 and 1921 with the oil rush to Norman; aeroplanes were used to carry company officials and the transport of heavy machinery necessitated the introduction of tractors on the portage of the Slave River from Ft. Fitzgerald to Fort Smith. The next important landmark was passed in 1924 when a commercial air service carrying passengers, mail and cargo, was established from the railway to Noranda, then in the process of development. The next year, a plane carried prospectors into the Cassiar country of British Columbia and enabled them in three months to examine the best spots over a large territory. Late in the Fall, a call for winter supplies came from the newly staked Howey claim in north-western Ontario, 175 miles by water from the railway; the first plane, an Ontario Government machine, reached the Red Lake district.

Mariages At Gretna Green

(Montreal Gazette) Gretna Green marriages still prevail in Scotland, a fact which is proved by evidence given in Edinburgh the other day before the committee of inquiry into Scottish marriage law, over which Lord Morison is presiding. Gretna Green is a village of Dumfriesshire, nine miles from Carlisle, across the River Sark, which divides England from Scotland. Because of its location it has long been a favorite spot for runaway marriages, another reason being that in Scotland marriage laws are much more liberal, or lax, as some have it, than in England. The marriages are celebrated in the village smithy that was, for, according to the testimony recently given in Edinburgh, the smith is no longer a blacksmith, but a solicitor to romantic tourists. It remains to be seen what will result from the investigation into Scottish marriage law which is being conducted by Lord Morison. Perhaps some of the romance will be taken out of the Gretna smithy.

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Mr. Tea Pott Says:

For a Delicious Cup of Full Flavoured Tea Use BRAHMIN Orange Pekoe Tea

Public Forum

This column is open for the discussion of contemporary issues. The Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

Additional Bus Tax

Sir,—I see an article in your paper criticizing the Campbell Government for adding \$10.00 more in taxes, or some such thing, on the buses operating on P. E. I. Well, I am certainly congratulating Premier Campbell for doing this, and am sorry that he did not raise it higher. There is also the complaint that the bus operators will be forced to raise their fares; and also a lot of complaining about paying the tax and the condition of the roads. Now I am going to ask a few questions regarding this bus, truck versus railroad situation. Who pays the most taxes to the Government, the buses or railroad? Who employs the most men, the buses or railroad? What is the most dependable all year round service, bus or railroad? Who pays out the most money for road maintenance, bus or railroad? Now quite a few more questions can be asked on this subject, but I am not taking up very much space in the paper. Is it any wonder that the roads are bad when we have these big buses and trucks travelling over roads when it rains that are not fit to be on. Grumbling about paying the 6 cent gas tax. Eh, it is too darn bad about them. What do they want? Rub the roads and not pay anything towards the upkeep of them or what? I say soak the taxes to them and make them pay an equal share of taxes same as the railroad does. If they had to maintain a highway of their own, then they would have something to complain about. I think that they get off real easy, no stations to keep up, no bridges to keep in repair, no equal share of taxes, there isn't any more need of me writing it down, any fair sensible-minded person knows what the equipment the railroad has and what the buses have. I am, Sir, etc.

Switch Shanty Justice

late on which the famous blacksmith shop stood. His father turned the shop into a museum in 1900, and it contained relics of Gretna Green. The public were invited to view the relics and could buy souvenirs. The caretaker, a Mr. Remison, performed the marriages and got a commission on admissions to the museum and the sale of souvenirs. The witness, Farmer Mackie, kept the register, and had started in 1900. From 1926 to 1928 there had been 365 marriages; in 1929, 304; 1930, 331; 1931, 244; 1932, 215; 1933, 210; 1934, 321, and last year, 306. Sometimes, declared the witness, the caretaker got nothing for performing the marriage, and sometimes he got 20 pounds. After the ceremony in the now glorified smithy, the wedding couple were taken to the register at Dumfries. Caretaker Remison, in describing the ceremony, said that after the parties had declared before witnesses that they were both single, and that one or other had been resident in Scotland for 21 days, he declared them married and gave them a certificate. The marriage was then entered in the register. All very simple and expeditious, and legally binding. This Gretna Green marriage evidence is interesting today in that it contradicts statements made in recent years at religious gatherings that runaway marriages at the village were a thing of the past. Indeed they run well over the 300 mark in a good year, which would justify the performer and registrar in the blacksmith-museum establishment in at least secretly thinking that a marriage a day keeps the wolf away. Evidently there is good business in marrying people at Gretna Green and in selling souvenirs to romantic tourists. It remains to be seen what will result from the investigation into Scottish marriage law which is being conducted by Lord Morison. Perhaps some of the romance will be taken out of the Gretna smithy.

Australia Stands Firm

Japan has just done to Australia what it did some months ago to Canada. Tokio tried to force the Bennett Government to grant concessions in our tariff and tariff regulations to Japanese industries which were calculated to undermine and possibly ruin Canadian industries. The Bennett Government refused to capitulate and Mr. Mackenzie King, the then Opposition leader, condemned the Canadian Government of the day for its attitude. As soon as it got into its coat, the Mackenzie King Government, office the Mackenzie King Government and the injurious effects of that surrender are already being felt by Canadian industries and workmen. Our wage-earners cannot compete with Oriental workmen who are paid only a fraction of the Canadian wage standard.

Tokio made similar demands upon Australia, but the Australian Government had the intestinal fortitude to stand up against them. On June 25th a Tokio ordinance imposed restrictions on imports from Australia. Under this ordinance Australian wheat, wool and flour can henceforth be imported into Japan only under special licenses from the Japanese Minister of Commerce. Beef, hide, tallow, condensed milk, and casein are henceforth subjected to an additional Japanese ad valorem duty of 50%. The articles here mentioned are the very articles which Australia has chiefly exported to Japan.

No sooner had this ordinance been published at Tokio than the Hon. Mr. Lyons, Prime Minister of Australia, broadcast to his people the inwardness of the dispute with Japan. He emphasized that the initiative in the dispute came from Japan, not from Australia, in consequence of deliberate price-cutting by Japan which had gravely affected not only Great Britain as the chief purchaser of Australian goods but also Australian manufacturers. The Government was determined to preserve the market for British goods because, apart from wool and wheat, Australia sold Great Britain almost all her exports. No Western competitor could drive Japanese price-cutting, which, if unchecked, must drive the textiles of all other countries off the market. Australia, wanted to preserve friendly relations with Japan, and had not abandoned hope to remove the duties as a preliminary to the renewal of negotiations.

The Japanese, having practically monopolized the Australian rayon market, were now seeking to capture the Australian cotton market, which was chiefly reserved for Great Britain as a part set-off against Australia's huge exports. Japanese competition must soon menace every industry with which Japan competes. Japan stated its chief purchaser of Australian goods but also Australian manufacturers. The Government was determined to preserve the market for British goods because, apart from wool and wheat, Australia sold Great Britain almost all her exports. No Western competitor could drive Japanese price-cutting, which, if unchecked, must drive the textiles of all other countries off the market. Australia, wanted to preserve friendly relations with Japan, and had not abandoned hope to remove the duties as a preliminary to the renewal of negotiations.

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