

THE CHARLOTTETOWN GUARDIAN

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

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ANOTHER OPPORTUNITY

Today and for the following week we are to have the privilege of a visit from a warship. These occasional visits, unfortunately too rare, are always hailed with pleasure for "everyone loves a sailor," and, above all, we love to make a good impression upon our visitors. This will be another opportunity to boost the city, to show what manner of people we are and to extend a welcoming hand to strangers, a duty which Charlottetown to its credit, never, or rarely ever, neglects. There is always more or less entertaining and holidaying in connection with the visit of a warship particularly at this time of year when our garden province is at its loveliest and everybody enters more or less into the spirit of the occasion. While H.M.S. Raleigh is in port a dash of colour might well be thrown in by a more liberal display of bunting than we are usually accustomed to. It would be well therefore for our stores and other buildings to extend a welcome by flying their flags liberally while the ship is in port. Also, it will be borne in mind that while doubtless the officers will be generously entertained, the blue jackets must not be forgotten. The rooms of the Navy League will, as always, be open to them and a few magazines, newspapers, books, etc. would be a much appreciated addition to their entertainment. Will our generous citizens kindly remember this also. Let such an impression be made upon our visitors that they shall leave us with regret and be glad to come again.

MARK THE ROADS

Two gentlemen returned to Charlottetown a night or two ago from a somewhat complicated auto-trip to the eastern part of the Island. The complications developed from a combination of ignorance on their part and negligence on the part of others. The gentlemen were strangers, hence their quite natural ignorance of the roads; the negligence was contributed by those whose duty it is to so mark the numerous cross roads that the wayfarer man whether a fool or not shall not err therein. These gentlemen wayfarers erred through no fault of their own. They went over the same road more than once looking for the way to their destination and generally taking the way that led elsewhere. As a result they spent most of the day on the roads arriving at their destination too late for business and too disgruntled with their experience to undertake it again. It is well known that the eastern part of the province, owing to its greater width, is the most difficult part of the Island to negotiate. There are numerous cross roads numerous acute angles from which two or more roads run in almost the same direction and the stranger en route to Georgetown, Montague, Cardigan or Souris has no means of knowing which to take. The marking of such roads as these was undertaken some time ago by the Automobile Association and good work was done especially west of Charlottetown. The East apparently has been neglected and as a result many autoists shun this part of the province. Something should be done to remedy this as it means a distinct loss to our eastern towns and villages which are among the beauty spots of the Island.

OUR APPLE CROP

We grow yearly in this province 580,000; for matured endowments some thousands of barrels of ap-\$98,940,206.

ples of which we sell a few dozen while our merchants import thousands. This is not as it ought to be and it is not all the fault of the merchants. The merchants are obliged to handle goods that are attractive and saleable. Apples unassorted, shovelled into bags and brought to the city as potatoes and turnips are, are simple un-saleable and will not be accepted at any price by our merchants. While doubtless we grow some inferior varieties of apples, we also grow varieties the quality of which is as good as and often better than that of the best imported varieties, yet we seldom find these in our stores because those who grow them do not take the trouble to prepare them for the market. This is a great loss to the province and could very easily be remedied. Apples are a profitable crop when properly cared for and proper care is within the reach of every grower. There is good promise of a heavy crop of apples this season and we trust that the sinful waste of former years will not again be laid to our charge. Those who have desirable varieties should make their arrangements now with our grocers to handle them and we feel assured the latter will be glad to have them and pay the price for them provided they are properly prepared. Apples to be saleable must be boxed or barrelled, not shovelled into bags broken, bruised and unassorted. Now is the time to make preparation to sell this year's apple crop and it can be done if necessary pains are taken.

ENTERPRISE

The new summer colony of twelve cosy cottages recently erected east of Hillsborough Bridge on the south side of East River is an enterprise that deserves commendation and its founder, Mr. John McDonald is receiving the congratulations and thanks he so richly deserves. These cottages have all been taken for the summer and had there been as many more they would all have been taken. There are shore sites for hundreds of similar cottages within easy reach of Charlottetown. These if built and their existence made known throughout the interior of Canada, would bring many summer visitors from abroad; besides this there are many families in Charlottetown and our own towns and villages who would gladly rent such for the summer. A reasonable rental, satisfactory both to owner and tenant is always available for summer cottages in suitable localities. It is generally conceded that the south side of the Island is more desirable for summer cottages than the north as the latter is usually much colder and the beaches not as safe for bathing and swimming as on the south side. It would be to the interests of the merchants and citizens of Charlottetown to promote this enterprise as far as possible and they would be bringing valuable grist to their own mill by investing in summer cottages wherever and whenever the opportunity offers.

WONDERFUL GROWTH

Probably no other business shows such development as that of life insurance. Statistics recently compiled show that the total life insurance business in force in Canada in 1871 was \$45,822,000; in 1921 it had grown to \$200,000; in 1921 it had grown to \$200,000; in 1921 there was paid in death claims the enormous sum of \$275,000,000.

Notes By The Way

The greatest railway system in Canada, if not in the world, under one management down to the date of the great war was the Canadian Pacific Railway. Its far-flung lines of transportation and travel inter-trade with our big neighbor across the border. Canada never before had so great a need as she now has to reach and extend her markets over-seas. And how can this be done without ships? The ships of the Canadian Mercantile Marine were built at enormous cost in war times, because of urgent necessity, but they paid their way until last year notwithstanding their high cost. To sell them now would be to part with them for a song. Everybody believes that trade and transportation will revive, is already reviving and that when they do revive Canada will need those ships. Our national railway system will need them. They are the necessary corollary of our transcontinental railroads. Without ships we surrender and abandon our rightful share in ocean traffic, which means world traffic. Canada must keep her ships if she is ever to be and remain great by land and sea.

The Dominion from the date of the union in 1867 had in the Intercolonial the nucleus of a nationally owned and operated inter-provincial railway system, which in recent years, per force of circumstances, has also become transcontinental and international, and which has now a mileage considerably exceeding that of the Canadian Pacific. The latter system years ago, established and operated splendidly equipped steamship lines on both the Atlantic and the Pacific to carry its traffic to Europe and to China and Japan in the Far East. These ocean liners have been a powerful factor in contributing to the continued prosperity of the great Canadian Pacific enterprise which has long enjoyed a world-wide fame.

It is obvious that any great railway system of the magnitude and importance of the Canadian National should have available a steamship service of like proportions to that of the C. P. R. in which the ocean and land lines shall mutually contribute traffic to each other. The example of the C. P. R. has pointed the way. The extension of Canadian trade entices the demand. Modern transportation on an extended scale must cover both land and sea. And yet this is the time chosen by the King Government to dispose of a large part of our National Mercantile Marine, while from London comes a report that the entire fleet has been offered to a British syndicate.

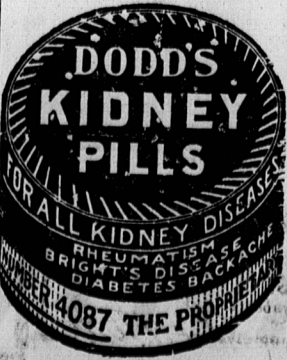
The excuse offered for selling these ships is that they did not pay last year, in fact that there was a deficit of some eight million dollars in maintenance and operation. This statement, if true is no doubt formidable. But it was the common experience of ship owners all over the world last year. Trade was depressed. Travel was limited. Fuel and wages costs were still almost at peak prices. And at the worst the shipping deficit was but a fraction of that incurred in operating our national railways. A railway company does not usually close its lines or a manufacturer his factory or a merchant his shop because of one bad year. Rather they prepare for the better times that are coming.

Daily Selections for Guardian Readers

From the W. S. Louson collection

WHEN SOME ONE CARES

It is so much better when some one cares, It is so much brighter when some one shares The daily burden and stress and strife, So much sweeter to go through life Helping and caring—a husband and wife Bound in the glory of each in their way Lifting the shadows and gloom of the day. It is so much better when things you have done Have called forth a whisper of love and sun, Of tender affection and trust and light, And you take up the days with a heart for the fight And you take up the years with a spirit to go Wherever the bugles of circumstance blow, Because in her eyes there's the soft, olden glow Of love gleaming up through the mists of the night. To help you to help her, to bury your lies, To cast off your evil and stand forth a man; It is so much the wiser and happier plan To do with contentment the things that you can, In trust that is mutual and faith that life shares, When love understands you and somebody cares.



Masons to Honor Prince of Wales

Not the least of the honors which await the Prince of Wales on his return to England will be a Masonic function at Albert Hall, London, where, in the presence of thousands of the leading Masons of the United Kingdom, he will be made Senior Grand Warden by his uncle, the Duke of Connaught, the present Grand Master of English Freemasons. The Prince of Wales was made a Mason three years ago as a member of the Household Brigade Lodge, which is composed of the five regiments of scotguards, namely the Scots, the Grenadiers, the Welsh, the Coldstreams and the Irish Guards, and the three regiments of Household Cavalry, namely, the Horse Guards and the First and Second Life Guards. It is understood that the Prince joined the order at his own earnest request, and that he is keenly interested in Masonry. His father, the King, on the other hand, never associated himself with the order, being one of the two Princes of England to take this stand since Frederick, father of George III., joined the order in 1737.

Joined to Spite Parents

It is true that Prince Frederick joined the Masons through no particular admiration for them, but because he knew that by doing so he would annoy his parents, with whom he was at the time quarrelling and who believed that the Masons were an anti-monarchical organization. Prince Alfred, Duke of Edinburgh, the sailor brother of King Edward, who died as Sovereign Duke of Saxe Coburg and Gotha, was the only other adult member of the reigning house of Great Britain who declined to become a Mason. He is said to have given as an excuse the fact that he was afraid so often that he could not conscientiously become a member of an organization that contemplated frequent meetings at lodge rooms ashore. King George is said

to have pleaded the same disability when as a prince his friends suggested that he should become a Mason.

King Edward Embarrassed

The late King Edward, when Prince of Wales, became Grand Master of the Craft upon the resignation of the Marquis of Ripon, who had turned Roman Catholic. On his accession to the throne, however, he resigned, and the Duke of Connaught took his place and is now the chief of British Freemasons. The late King Edward may have found enjoyment and congenial companionship in the order, but he also found his position as head of the British Masons one of considerable embarrassment, according to Frederick Cunliffe-Owen who says that the Prince was being constantly appealed to by Masonic organizations in other parts of the world to take action which would improve the lot of other Masons, but which action would have been construed as political and which, therefore, was impossible for the Prince.

The French Lodges

Most embarrassing was his position when the British lodges determined to sever relations with the French lodges on the ground that the latter were atheistic and in their ceremonies and ritual made no acknowledgement of the Grand Architect of the Universe. It was the duty of the Prince to communicate this decision to the French lodges. Shortly after his accession it became necessary that this edict should be renewed. Now, many of the leading public men of France are connected with Masonry, and it was manifestly impossible that the King of England should declare that the English Masons and himself, as a mason, could have nothing to do with them and could not even permit a Frenchman to visit an English lodge. It was, therefore, thought wise that he should relinquish his position, and it was taken by the Duke of Connaught, who could, with propriety, make communications to the French lodges that would have been impossible to a king.

Germans Still Barred

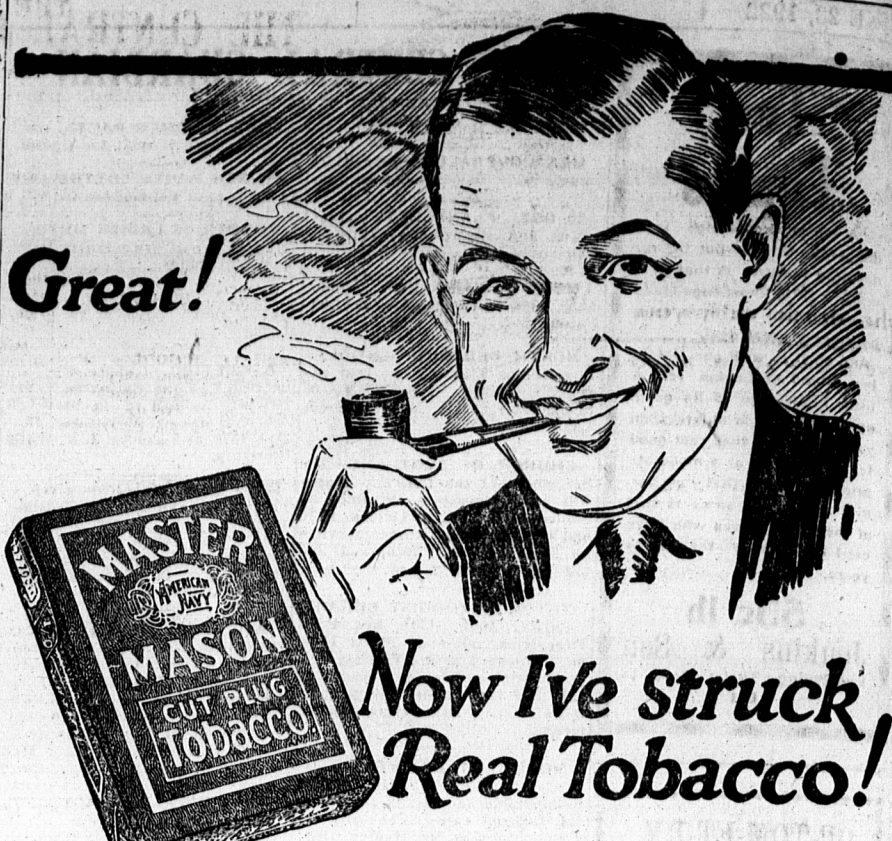
In the Great War Masonry proved not more influential than other international organizations in averting the catastrophe. The German Masons proved as loyal as the German Soviets, and early in the struggle issued a manifesto prohibiting all intercourse with Masons of any of the Entente countries. This was followed by a similar prohibition by the Masons in Belgium, France and Great Britain. After the war was over the German Masons issued another ukase in which lordly language was used, and in which a demand was made for a reunion with Entente Masonry on a footing of perfect equality. Like so many other German proclamations, this one of the German Masons was unfortunately worded, and as a result, has met with no response. The Germans still remain alienated from the Entente so far as Masonry is concerned. The Germans show no indication of repenting for all the practices of the war which were so alien to the practices of the craft, and until they do so they will probably remain shut out.

Others' View Points

MAKING A SACRAMENT A FARCE.

(Buffalo Express.) The world has seen weddings performed in airplanes, by telephone, and more lately by radio, weddings in the water, parsons and all, but it remained for Knoxville, Tenn., to spring the latest and most foolish sort of wedding yet recorded. Baptist ministers ran one, two with Methodist, Presbyterian and Lutheran ministers, finishing in the order named, in a contest held in that city, in marrying five competing couples, including two deaf mutes, each eager to be the first to wed in June and thereby win handsome prizes offered by local merchants. All appeared at the courthouse not long before midnight. County Court Clerk Aaron W. Edgington issued the marriage licenses and by common consent served as timekeeper. "Ready!" the clerk shouted to the waiting ministers and couples, as his watch, previously synchronized with the courthouse clock, showed the midnight hour, and the great clock struck its first note.

The Rev. A. R. Pedigo married Ernest Messer, and Ruby Ferguson in fifteen seconds, moving out the Rev. N. E. Miller, who required an additional second to unite Call. L. Jones and Ruth E. Smith. Mrs. Messer, who won enough furniture to start housekeeping, wore a bridal veil, carried a huge bouquet and was attended by four



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MASTER MASON CUT PLUG SMOKING

LADY ASTOR'S IGNORANCE (Winnipeg Tribune.) Ladies of the nobility were inclined to snub her when she first entered English society. King Edward was alive at this time. He had taken a great fancy to Nancy Langhorne; he had also heard of the coolness of society leaders. The upshot was that one day he invited himself to the Astors'. He, also, according to custom, chose his own guests, and he invited the very cream of English society. Much in the King's company, as he was amused with her brilliant conversational powers, an effort was made to break up the party of two by suggesting a game of bridge. But Lady Astor didn't know one card from another. "Why," she said "I don't even know a king from a knave." The coldness of society ceased. ABOLISH PREFERENCE LONDON, June 22.—The British government has informed the Egyptian government that the preferential treatment heretofore accorded to Egyptian products—passing the British customs has been abolished in consequence of Egypt's new status, according to a cable from Reuter's Cairo correspondent.

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