

The Herald

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Please Send in Your
Subscription MoneyBest Minds Should
Help To Save Canada

There has been some discussion in the press recently regarding a suggestion that a Committee of business men should be selected to advise the Government as to the policies that should be adopted to solve the pressing and most grave problems of the day and to put the Country on the map again as one of progress. The weight of editorial opinion seems to be that such a procedure is not sanctioned by Parliament and Governmental practice and that without responsibility to the people the efforts of the suggested committee would not be of much value. It is further contended that most business men are "One-Business" men and have little knowledge of the art of Government. There is, no doubt, force and weight in these contentions, but, nevertheless, the business men of the Country could be of great practical assistance to any Government in these chaotic and perilous days. We respectfully submit that a great public service would be performed if the captains of production in all lines and of finance, individually and jointly, would carefully study all the factors from their standpoint which caused the present serious national situation, and furnish the Government, not only with first hand information in regard to actual conditions, but with suggestions of practical remedies which appeal to their practical matter of fact minds. We go further and state that it is the manifest duty of these gentlemen to give the most earnest thought and attention to the welfare of the Nation and to co-operate in every way possible towards bringing about a solution of the tremendously important and serious problems with which the Country is faced. Heaven help Canada if its men of brains are content to play the passive role of complacent, or lazy spectators in the most difficult period in its history. During the war England, the United States and Canada were obliged to avail themselves of the earnest and practical assistance of its very best business men and the necessity is as great to-day as it was then. No right-thinking man can view the situation other than with alarm. Consider it for a moment or two: First, there is tremendous unemployment; at least 200,000 men are jobless today with winter fast approaching. It is not outside the mark to state that when the snows and frosts are upon us, there may be an army of about 800,000 men out of work—a prospect gloomy enough to give any one the blues. Then, we face falling national revenues and continual appalling railway deficits. We are practically shut out from the United States markets for our food products, which constitute our main exports, and are forced to seek other channels of doing business. Our dollar is seriously depreciated in the United States market, the effect of which is to increase the cost of most of the commodities we use. The wheels of the greatest industry in the world—that of construction—have not started to move properly, due to high prices and high costs of labour. Add to these material troubles, the distracted political state of the

Country and you have a combined situation which is enough to shock even the most light-minded of the community. It avails nothing to say, as so many easy-going, thoughtless people do say, that England and European Countries are worse off. There is little satisfaction to us in that. We must attend to our knitting, and let the other peoples attend to theirs. We must work out our own salvation; other peoples will not help us much along that line. Great though our financial and man-power sacrifices were during the war, the sacrifices of England and the belligerent countries of the world were far greater proportionately. Therefore, and because we are a young country with tremendous natural resources, the products of which the world needs, we should be much better off than they are and very much better off than we are. There is no denying the fact that something is wrong with us as a nation of people and it should be the object of every lover of his Country, particularly the men of brains, in all ranks of life to ascertain what that something is and help to find the necessary remedy.

Co-operation of the best minds of the country is necessary to save the situation, otherwise we will continue to drift until calamity overtakes us. Has it occurred to you, friend reader, that in our weakened financial and commercial strength, the weight of numbers and the trade policies of exclusion of the United States may gulf us, unless the situation be boldly and firmly gripped.

**The Grand Trunk
Railway**

(Ottawa Journal.)
In 1920 the Grand Trunk Railway was on the verge of bankruptcy. The gulf between its earnings and operating expenses was widening; its liabilities dwarfed its assets; it was unable to meet its maturing obligations. Only Government intervention saved it from the hammer, from hopeless, complete liquidation. Under the circumstances it is difficult to understand the mental processes of those stockholders in England who so vociferously denounced the finding of Sir Walter Cassels and Sir Thomas White that the company's preferred and common stock is worthless and without value. Nor is it sufficient that the complainants should point to the judgment of Judge Taft. The opinion of that great jurist is entitled to respect but, unfortunately for the stockholders, Judge Taft did not rest their case for compensation upon legitimate claims, but upon sentimental considerations. Nowhere in his judgment is there even the shadow of a claim that the stock has actual value.

Sir Thomas White, we think, puts the case in a nutshell, when, concluding his finding, he says: "The actual earning power of the G. T. Railway Company before, during and since the war, and so far as can be estimated for the future does not justify the assumption that any profits would from the date of the acquisition by the Government of the preference and common shares, namely May, 1920, ever have been available for distribution to the holders thereof, after providing for the contingent liability of the company in respect of G. T. P. securities guaranteed by the company and dividends upon the guaranteed stock."

2.—Having regard to its own continuing heavy deficits, the necessity for making provision for deferred and extraordinary maintenance and the capital construction and its heavy liabilities in respect of securities of the G. T. P. bearing its guarantee, the G. T. R. but for the financial

support of the Government since May, 1920, must have been forced into receivership.

A good deal of amusement has been furnished our neighbors in the United States by a Canadian despatch which as condensed in an American paper stated that Honorable Mackenzie King had issued an earnest and pathetic appeal to his opponent in the North York election to withdraw from the contest and thus enable Mr. King to be elected. A southern Senator who has a national reputation as a humorist clipped the item and mailed it to the defeated Democratic candidate for President with the following pertinent inquiry: "Why didn't you think of this last fall? If you had made an earnest and pathetic appeal like this to Mr. Harding before the election you might have become President of the United States."

General and foundationless criticism of the Government leads nowhere. It is by no means a Government of angels; the members of it are human, some of them weak, but they are not enemies of the State, as their opponents try to picture them. They have had most difficult and onerous tasks to perform without much assistance from the men of affairs and thinking people whose assistance and co-operation should have been gladly proffered. While they may have made mistakes, it is silly to hold them responsible for many of the deplorable conditions under which we are now suffering and labouring. Most of the criticism launched at the head of the Government springs from the distracted state of mind of the people generally. Nearly everybody has a grouse, the blame for which he is unwilling to assume personally. The Government is always a shining mark when men's minds are out of gear.

If there were in Canada today one-half the disciplined enthusiasm, one-half the impulse toward unselfish devotion to the country's needs as there was a short three years ago, there would be no problem of unemployment, no "Bying boys" tramping the streets hunting for jobs, no "hard times." We had a magnificent machine in our hands a little while ago. With it we did great things, why should it be wrecked and given up?—Montreal Star, August 30th.

Mr. W. A. O. Merson

Much regret is felt in this community on the demise of Mr. W. A. O. Merson, whose death is recorded in our obituary column today. Deceased was born at Malpeque, December 24, 1851, son of Richard and Elizabeth Merson. He studied law under the late Chief Justice Sullivan, and was admitted to the bar in 1877, becoming junior partner in the firm of Sullivan, McLean and Merson. In 1879 Mr. McLean retired and Mr. Merson entered into partnership with the late Judge McLeod, Summerside, under the firm name of McLeod, Merson and McQuarrie, which continued until 1893, when Mr. McLeod was appointed Judge of Prince County. The firm continued until June, 1903, when the junior member withdrew, and Mr. Merson took as a partner Mr. C. Gavan Duffy. Mr. Merson was a staunch Conservative, and in 1902 at a bye-election was returned to the Legislative Assembly, representing Cardigan district. At the general election in 1904 he was re-elected for the full term of four years when he resigned to occupy the position of Deputy Prothonotary of the Supreme Court. In October, 1891, Mr. Merson married Miss May Elizabeth DesBrisay, daughter of the late Theophilus and Dorcas DesBrisay. To this union was born three children, Arthur, Clifford and Walter, all of whom passed away at an early age.

Canadian Trade

Toronto, Sept. 7.—As Ben H. Morgan, chairman of the Council of the British Empire Producers' Association sees it, Canada must trade with Great Britain in future will be in chilled meats rather than in live stock.

Addressing members of the Canadian Manufacturers' Association at luncheon here today, Mr. Morgan said he had found a pronounced feeling in Western Canada against the British embargo on livestock. There seemed to be a notion that the embargo was directed against Canada solely, but that was not the case. All cattle of the world, he said, are barred from England, and not only cattle but all livestock. The lifting of the embargo would not help Canada in the end, Mr. Morgan continued.

"What I've impressed upon your cattle breeders is that they can help to lift up Canada by a chilled meat trade far more than by a livestock trade with the Mother Country. You've got all the facilities to do an enormous business in chilled meats; the abattoirs, cold storage plants, and the transportation lines. There is no use your saying that you can give us cheap live cattle, for you cannot do it. At present transportation charges you can ship four dressed beefsteaks to England for the price of one live animal. You can have beef on sale in our country 13 days after it is killed in Winnipeg. There is no other country in the world can do it. And you have a market in England that can absorb all you can produce for the next 10 or 15 years. That is the line of action I have advised your farmers to take."

The future of Canada, he said, clearly must be based on agricultural development which will be the backbone of Canada for many years. "But agricultural development cannot be divorced from manufacturing. I don't fear any great consequences from the political situation, for this reason: You are bound to go along very much the same lines both in agriculture and manufacturing that you have for many years." "An agricultural policy must be coupled with a trading policy," declared Mr. Morgan. "You must have markets for your goods. Both are inseparably bound up with Imperial preference. You cannot legislate against countries against you in foreign countries, but you can control your markets from within to sell your goods to your kith and kin."

To adopt free trade in Canada, said Mr. Morgan, would be to become the prey to a repetition of the evils accompanying it now in Great Britain.

Grain Movement

Winnipeg, Sept. 7.—All previous records for volume and early shipment of grain over the Canadian Pacific Railway's western lines have been shattered this season, officials of the company stated today. Wheat and other grains shipped east up to this time have passed the 8,000,000 bushel mark, and this, in a measure, it is stated, accounts for the congestion in Montreal. Of wheat, 5,419 cars have been handled, aggregating 7,402,854 bushels; and 580 cars of corn, grains have carried 1,020,400 bushels. Early harvest and threshing, and the course of many farmers in putting their grain on the market without delay is responsible for the heavy movement.

Officials of the Canadian National Railway declared that the movement of grain over their lines was 10 days ahead of last year, and very heavy for this season.

The report from Montreal that 70,000 freight cars were lying idle in the west awaiting a reduction in freight rates was discredited. Officials declared that available box cars were assembled in the west this year, as every year, and that as the crop is ready for the market, the cars are put into service.

Lake freights on grain from Port William and Port Arthur to Georgian Bay ports have been advanced 1½ cents a bushel this week. Officials of the vessel owning companies say that this is due to the demand from Chicago for tonnage, and Canadian shippers must pay a premium to induce boats to come to the lake head for cargoes.

September 27th to October 1st, 1921

**P. E. Island Exhibition
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The Fastest Horses in Canada and the Eastern States are coming.

The largest attendance in the history of Prince Edward Island Exhibitions is anticipated. Make your arrangements early.

For all information write the Secretary.

John J. Davies, President.
September 7, 1921—31C. R. Smallwood,
Secretary-Treasurer.**MOORE & McLEOD, Ltd
The Men's Store**School Opens Tuesday,
September 6th**The Boys Need New Outfits
They Are Here**

After a summer of baseball, tennis, tree climbing, haymaking, boating, roughing it generally, they'll need new clothes for next week. The new clothes are here—the best range we have ever offered you.

25 Boys' Tweed Suits, in browns, greys and dark mixed tweeds, Norfolk and plain loose belt models. Sizes for boys from 7 to 12. Get one before they are picked up. \$5.95

40 Boys' Good, strong Tweed Suits, in good dark shades of browns, greys and mixed tweeds. You will find these a great school suit for the boy. Sizes for boys from 8 to 14 years. Your choice. \$6.95

A big table of Boys' Suits, about 70 in the lot, to clear at a big saving to you. Here is your chance to get a real suit at a small price. They come in fancy browns, greens and grey tweeds. Sizes for boys from 8 to 17 years. \$9.00

Other Boys' Suits at \$11.50, \$13.50, \$15.00 and \$17.50

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Boys' Blue Serge Sailor Suits, good heavy weight for fall. Sizes for boys from 3 to 10 years. \$10.00
September 7, 1921.

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MARKET HALL, CHARLOTTETOWN

On Tuesday, Sept. 20, 1921

At 11.30 in the Forenoon

For the nomination of Two Candidates to contest Queen's County in the coming Federal Election.

The Chairman of each poll will please take the necessary proceedings to send five delegates from each poll.

(Signed) WM. J. GIBSON, President.

(Signed) J. A. MacDonald, Secretary.
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8, 9, 10..... \$1.48**ALLEY & CO. Ltd**

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City Ticket Agent. District Pass. Agent
July 27, 1921—51

Live Stock Breeders

List of Pure Bred Live Stock for Sale.

NAME	ADDRESS	BREED	AGE
Geo. Aeneas	Montague	Ayrshire bull calves	(3 yrs, 8 m)
Wm. Aiken	Lower Montague	Ayrshire Bulls	(3 yrs, 6 mos)
M. McManus	New Haven	Shorthorn Bull	(3 years)
W. F. Weeks	Fredericton	"	(2 years)
David Reid	Victoria Cross	"	(2 years)
Ramsay Auld	West Covehead	" calf	
Frank Halfday	Eldon	8 Yorkshire Pigs	(5 weeks)
Ramsay Auld	West Covehead	Yorkshire Hog	(2 years)
A. E. McDonald	Little Pond	Duror Jersey Boar	(2 years)

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