

The Herald

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Please Send in Your
Subscription Money.

Would Sacrifice Country
For Political Ambition

When one reflects upon the
exceedingly serious conditions of
the country, financial, commer-
cial and otherwise, and especially
gives thought to the grave ex-
change problem through which
we are being led white, it is
difficult to understand the mental
attitude of the Liberal and
Farmer leaders and their lieutenants.
These gentlemen do not
seem to have the slightest
conception of the portentous gravity
of the whole situation and consequently
the political parts
they are playing are both ignoble
and fatuous. The stern necessities
of the times imperatively
call for the best that is in the
best of us, insistently demand the
co-operation of the brightest
minds to restore order out of
chaos, to steady the ship of state
and lead the country out of the
quagmire of financial trade and
labour troubles on to solid ground,
on the sure foundation of which
a great future may be built, but
these men (whether deliberately
or not makes little difference)
shut their eyes to everything
except their own inordinate desire
for power. Forgetful or neglect-
ful of their country's sorely
pressing needs, they are playing
the old-fashioned "I told you so,"
"You are another," "We are
angels-and-you-are-ascals," "We
are-always-right-and-you-are-al-
ways-wrong, game of party poli-
tics, by which the country has
been so badly bedevilled and
cursed in the past. Their atti-
tude makes one almost believe
that there is a modicum of truth
in the remark that erratic genius,
George Bernard Shaw, that this
planet is a lunatic asylum for
other planets. If the times were
not so serious, one could afford to
smile at the antics of the would-
be Premiers, but the occasion is
not for levity. It is really pitia-
ble to see these intelligent men
playing like children with fire,
playing poker with the destinies
of their country. Instead of help-
ing they are hindering; instead
of being constructive, they are
purely destructive; instead of
co-operating towards stabilizing
conditions, they are pandering to
and apparently not unwilling to
accept the assistance of every dis-
cordant element. Out in Medi-
cine Hat, for instance, most of
the prominent "Reds" in west-
ern Canada were found support-
ing the farmer candidate in an
intensely active way.

This language may seem severe,
but it is the merest truth. The
Opposition leaders have done
nothing, and are doing nothing
to help the nation, in its worst
trouble. They have no policies,
except the well-known theoretical
policy of free trade of the ex-
treme farmer group. Mackenzie
King is for protection, for tariff
for revenue, for free trade, ac-
cording to whatever part of the
country he may be addressing
himself to. The Honourable Mr.
Crosar is not so sure of his free
trade principles and has shown a
tendency to modify his position.
Neither has made any attempt
to grapple with the serious
national situation and tell the
people in simple, plain language,
how they could do better than
the Government which is carry-
ing on the traditional policy of
the country for the last forty
years. Their whole stock in

trade consists of worn out phrases
and stale platitudes. They never
come within a thousand miles of
making a practical statement of
fact. They never try to explain
the financial situation nor do
they offer practical alternatives
to the Government's policy. They
offer no light or leading. No
hope emanates from them to
cheer up the many weary souls.
We get nothing but the cheapest
kind of bitter, carping politics.
Liberals who stuck by the ship
when civilization was threatened
with extinction and who believe
it is necessary to stick until, at
all events, we are on even keel
once more, and the people are
restored to normal, are criticized
and mocked by the little Liberals
who put their party before their
country and played the jelly fish
role during the latter years of
the war.

It is all very sad, disquieting
and discouraging. God help a
country where ignoble and un-
patriotic methods are passports
to office! Heaven help Canada
if federal group government be
our fate! Look at Ontario, the
one-time banner province, where
government has degenerated into
a farce and where the legislature
is a joke. Two years of the
minority rule of amateurs, gov-
erned by the force of groups, has
practically ruined the credit of
the province, and dragged its
proud banner in the dust.

Beneficial Advertising.

Among various efforts looking
to increased economy on the part
of the public and the conserva-
tion of wealth and resources, no
the least influential is the very
distinctive advertising campaign
being conducted throughout Can-
ada by the paint and varnish in-
dustries. While frankly aiming
at commercial effect—the larger
sale of paint and varnish and
allied products—the campaign is
a fine example of the power for
public good in business adver-
tising. The foundation, and the
body as well, of the propaganda
is the slogan, "Save the surface
and you save all." Seldom has
the slogan idea in publicity effort
been so stringently justified. The
single sentence, "Save the surface
and you save all," has such a
tremendously wide application
and is so compellingly truthful
that the constant repetition of it
must be an educative force of
great value.

The results to the paint and
varnish industries, important
though they be—for anything
that promotes honest business and
industry at the present time is of
importance to the community at
large—are small in comparison
with the results from the view-
point of economy and conserva-
tion. As the lesson of the paint
advertising motto is learned by
increasing numbers of people,
millions and hundreds of millions
of dollars' worth of property is
preserved from deterioration and
decay. For there are relatively
few things that cannot be pre-
served to usefulness indefinitely
if the surface is preserved. Mate-
rials such as wood and iron will
serve generations of users if their
surfaces are kept well protected
by paint and they are not de-
stroyed by wear and breakage.

There is more to the matter
than economy. The generous
and appropriate employment of
paint adds greatly to the ameni-
ties of life. A few cans of paint
will entirely alter the appearance
of a house, a factory, a boat. An
automobile that has given years
of service will come out of a
paint shop looking practically as
well as when it left the factory.
Looking at the campaign of the
paint industry from the angle of
comfort and beauty, the Winnipeg
Tribune has pointed to something
most people have noticed some
time or other—the ugly, paintless
prospect that often gives a trav-
eller his first impression of a
community. The use of paint

would, and in many places does,
change the ugly prospect to a
scene of cleanliness and neatness.
Said the Tribune:
" There is no traveller who
does not have in mind his first
entry into the neglected side of
some city, with frame buildings
browned, blistered and decaying
for lack of paint. And there
are other places, in which the
people seem to readily accept and
apply the proverb, cleanliness is
next to godliness, where the hum-
blest dwelling, sheds and even
shacks, take on a progressive,
bright appearance, for the simple
reason that the dwellers there
are convinced that there is econ-
omy in the free and widespread
use of paint.

" We remember in the early
days, thirty-five and forty years
ago, when the banks of the Red
and Assiniboine were dotted with
little log cottages, here was an
annual cleanup period, when the
duty of everyone was to white-
wash the logs. The whole area
took on a bright, cheery appear-
ance. Not only were the logs
conserved, but the settlements
were happier, and the inside of
the homes, the yards and fences,
were better kept because of the
annual coat of whitewash. Paint,
in these modern days, has the
same effect. The human craving
is for harmony, and the brighter
exteriors of our homes is inevit-
ably followed by cheerier, cosier
interiors.

" The paint dealers are inter-
ested in increase of business.
They readily admit it. But in
the campaign of " Save the Sur-
face and You Save All," the deal-
ers are doing a real work for
conservation that pays at once
in dollars and cents, and bright-
ens at once, the spirit of the
people."

One thing that should make
the " save the surface " cam-
paign especially productive of
good results is the fact that the
cost of following the good advice
is so slight. Almost any article
can be painted for an inconse-
quential fraction of its value.
The expenditure of a few dollars
will enhance the appearance, the
comfort, and the market value of
a property worth thousands and
preserve it for the use of future
generations.

Autos Supersede Trains

The Boston & Maine Railway
has closed two of its branch lines
because the substitution of autos
has made the running of trains
thereon unprofitable. What was
once a considerable business on
one of these branches has dwindled
during recent years to an
average of three passengers per
train. On another the receipts
for the year were but \$1,713
against operating expenses of
\$12,940.

This may be but the beginning
of a form of competition which
will alter the railway situation
materially. That people prefer to
use their autos rather than the
trains for short journeys cannot
have any serious effect, since the
general passenger movement is
over relatively long distances, and
official statistics show that move-
ment is by growing larger year
by year; but the hauling of
freight is another matter. It has
been demonstrated that between
points within a radius of at least
one hundred miles the auto truck
can operate at lower rates than
can the railways.

In New York State and Penn-
sylvania this form of competition
with the railways is assuming
considerable proportions; while
in England the old transportation
agencies are complaining bitterly
about the diversion of traffic.
The auto is taking away the very
cream of railway business, and
has become a definitely organized
industry. The practicability of
the auto as a public carrier is
however, largely a matter of
highways. Where the roads are
good the rivalry between auto
and railways may be carried on
with advantage to the former;
but on ordinary highways this
does not apply. Yet a checking
influence has already begun. It is
asserted very positively that

heavily laden autos are exceed-
ingly destructive to the best of
roads, and a form of taxation has
been suggested which would
throw a reasonable share of the
cost of maintenance on the gaso-
line driven vehicle. If that should
come to be the law, the advantage
might easily be swung back to
the railways.

Canada Might Benefit

Northern millers are somewhat
agitated over the new tariff of
Canadian wheat. An investiga-
tion brings to light some interest-
ing things in connection with our
relation to Canadian wheat and
flour made therefrom.
Millions of bushels of Can-
adian wheat are brought into the
United States yearly. Only a
small portion of this finds lodg-
ment here. It is milled and the
mill products are sent on, over
American railroads and in Ameri-
can ship bottoms, to some foreign
country. American capital and
American labor therefore receive
the benefits of handling two-
thirds of all Canadian wheat
which reaches foreign ports.

If the tariff law prohibits
Canadian wheat from coming into
the country, Canadian flour mills
will be erected and American
mills will lose the business. It
will result in a routing of the
wheat which is to go to foreign
ports. If America can keep this
business without damage to the
American farmer, it should be
kept.
A suggested solution to the
problem is that we enact a tariff
on wheat which is brought into
the United States for American
consumption, but with the pro-
vision that wheat which is
brought in to be milled and ex-
ported could be admitted free of
tariff.

Some argue that such a plan
would lessen the amount of Unit-
ed States wheat which would be
exported. This might be the
result for a short time. Just as
soon as mills could be put up
across the border however, or as
soon as milling facilities could be
increased in foreign countries,
Canadian wheat would go to the
foreign markets as usual. Aus-
tralian, Russian and Indian wheat
reach Europe without going
through United States mills,
American farmers should not let
themselves believe that a tariff
on United States wheat will
create a greater foreign demand
for their product. It will affect
only the price of wheat used for
local consumption. If the price
is very high it may even decrease
local consumption, and thus de-
crease American demand.

—Nebraska Farmer

Trade With U. S.

That Canada's trade with the
United States is reaching a more
normal level is shown by figures
made available the other day
by the External Trade Divi-
sion of the Dominion Bureau
of Statistics. In 1919 Canada
exported goods to the United
States with a value of \$439,982,
406, and imported goods from
that country to the value of
\$696,819,598, leaving an un-
favorable trade balance for Can-
ada of \$256,837,192. In 1920
Canada imported from the United
States goods valued at \$860,
509,487, while the exports only
amounted to \$488,974,570, with
a resultant balance of \$371,534,
917 in favor of the United
States. In 1921, and for the
year ending June 30, Canada im-
ported goods from the United
States with a value of \$766,893,
077, and exported goods to the
value of \$591,932,266, reducing
the trade balance in favor of the
United States for the year to
\$264,459,811, a gain of \$107,
072,106 over 1920.

During 1919 Canada imported
from the United Kingdom goods
valued at \$75,088,526, and ex-
ported goods to the value of
\$54,582,924. In 1920 this pre-
ponderance of trade in favor of
this country dropped with im-
ports of 177,848,702, as against
exports of \$436,351,837, a differ-
ence of \$258,503,135 in favor
of Canada. This favorable bal-
ance was further reduced during
the year ending June 30, 1921
when the imports totalled \$176,
576,867 and the exports \$306,
775,630, a difference of \$130,
198,763.

The total imports from all
countries for the year ending

June 30, 1919, had a value of
\$889,503,416, as against total
exports of \$1,259,568,977. In
1920 the total imports were
valued at \$1,210,216,877, as
against total exports of \$1,276,
311,542.

In 1921 the total imports for
the year ending June 30, had a
value of \$1,085,311,678, and the
total exports a value of \$1,130,
146,471.

Unaccounted For Voyages

The ships of the new merchant
marine of the United States made
9,000 voyages during the
year ended March 31, last, and
up to the nineteenth of July
6,000 of them had not been ac-
counted for in any way whatever.
The Shipping Board, of course,
paid the operating expenses,
which amounted to \$409,000,000;
but where a large part of the
receipts has gone, or who got the
money, would appear to be a
mystery for the time being.
President Harding knew when
he took office, as did everybody
else, that unparalleled graft had
been associated with every de-
partment of the Shipping Board,
and some months ago he appoint-
ed Mr. Albert D. Lasker, chair-
man, with comprehensive powers
to get to the bottom of the ras-
cality. At all events, he urged
Mr. Lasker to try and find out
just how much money the country
had lost in its shipping venture,
and whether or not any of it
could be recovered. With 200
auditors working under him Mr.
Lasker says he is not making
any headway in his gigantic task.

In all ordinary enterprises
auditors are dependent on the
books for information as to in-
come and outgo; but Mr. Lasker
now tells the President that the
Shipping Board hasn't got any
books at all—at least, " anything
that could be called books " by a
commercial institution. " Had
the books been kept," said Mr.
Lasker, " with a view to deceiv-
ing and cheating Congress and
the country, they could not have
been in much different shape than
they have been. " Out of a total
expenditure for the past year of
\$680,000,000 the sum of \$310,
000,000 cannot be traced, nor
can Mr. Lasker ascertain what
has become of it. Such a situa-
tion is astounding.

The loss on capital account
may reach the colossal total of
\$4,000,000,000. Back of the
shipping programme was a sincere
desire on the part of the United
States to help the Allies at a time
when German submarines were
loping their deadly work on the
high seas; but the organization
which took charge was so crimi-
nally corrupt, so inconceivably
weak, that \$10 was stolen for
every dollar finally represented
in some form of concrete assets.
Among other activities of the
board was the building of wooden
ships along old Nova Scotian
lines, and concerning these Mr.
Lasker says: " The total loss on
wooden ships is \$313,000,000.
These vessels are practically
worthless. " The concrete ships
were little better. As for the
steel ships the competition in fast
rival driving left a great many
of them with sprung and other-
wise defective plates. Out of
this grew a huge bill for repairs.
It was during work of this nature
that the bill for a pair of 40 cent
hinges came to be \$269.76 before
it was finally paid; and an in-
specting auditor declared this was
but an example of " tens of thou-
sands of cases. "

There are a number of lessons
suggested by this deplorable case
of the United States Shipping
Board. The first is that a fun-
damentally good purpose may be
defeated by employing the wrong
men to carry it out. The second
is that, while this wholesale
cheiving went on as a part of
American business, all business
men are not dishonest. Finally
it demonstrates the limitations of
a purely political organization in
the development of efficiency and
the protection of the public till.
These lessons have very wide
application.

A SENSIBLE MERCHANT.

Milburn's Sterling Headache
Powders give women prompt re-
lief from monthly pains, and
have no bad after effects what-
ever. Be sure you get Milburn's.
Price 25 cents a box.

Mortgage Sale.

To be sold by Public Auction,
on Wednesday, the Seventeenth
day of August, A. D. 1921, at
the hour of Twelve o'clock, noon,
in the front of the Law Courts
Building, in Charlottetown, in
Queen's County: All that tract,
piece and parcel of Land situate,
lying and being in Township
Number Forty, in King's County,
bounded and described as follows,
that is to say: Commencing at
the East side of the McDonald or
Bangor Road at the Northwest
angle of land formerly owned by
Samuel Martin, now by John
Martin, thence Eastwardly along
John Martin's line sixty-six
chains and sixty-six links, thence
North eleven chains and fifty
links, thence West to the Road,
thence along the Road South-
westwardly to the place of commence-
ment, containing Seventy-six and
one-half acres of land, a little
more or less, and is the land
described in a Deed from Malcolm
Alexander McKay to the said
Caleb Garret, dated the 24th of
April, 1913.

The above Sale is made under
and by virtue of a Power of Sale
contained in an Indenture of
Mortgage made between Caleb
Garret, of Township Number
Forty, in King's County, Farmer,
of the one part, and Catherine
Knox, of Charlottetown, in Queen's
County, a widow, of the other
part, dated the 10th day of
October, A. D. 1913, and which
said Mortgage has by assignment
become vested in the undersigned
because of default having been
made in payment of Principal
and Interest secured thereby.

For further particulars apply
at the office of J. A. McDonald,
Solicitor, Riley Building, Char-
lottetown.

Dated this Eighth Day of July,
A. D. 1921.

DARIUS GARRETT,
Assignee of Mortgage.

July 20, 1921—41

Mortgage Sale.

There will be sold by Public
Auction, in front of the Law
Courts Building, at Charlottetown,
on Saturday, the Thirteenth
day of August, A. D. 1921, at
Twelve o'clock, noon: All that
tract, piece or parcel of Land
situate in Township Number Fifty
five, in King's County aforesaid,
bounded and described as follows:
On the South by lands of Angus
McDonald and Alexander Mc-
Donald, on the East by Camber-
land Road, on the North by the
Southern boundary line of land
in possession of Daniel Campbell
(formerly in possession of Peter
McDonald), and on the West by
Livingstone Road, containing
Ninety-six acres of land, a little
more or less, being the land formerly
owned by the late Colin
Livingstone, and now and for
many years past in the occupation
of Angus Livingstone and the
said John Livingstone.

This Sale is made pursuant to
a Power of Sale contained in a
Mortgage dated 23rd March, 1895,
and made between John Living-
stone (the younger) of Forest
Hill, Township Number Fifty-
five, in King's County, in Prince
Edward Island, Farmer, and Mar-
garet Livingstone, his wife, of
the first part, and William A.
Weeks, of Charlottetown, in
Queen's County aforesaid, Mer-
chant, of the other part.

For further particulars apply
to McLean & McLean, Soli-
citors, Royal Bank Building,
Charlottetown.

Dated this Nineteenth day of
July, A. D. 1921.

BENJAMIN Q. DAVY,
Assignee of Mortgage.

July 20, 1921—31

W. J. P. McMILLAN, M.D.

Physician and Surgeon
Office and Residence:
105 Kent Street
CHARLOTTETOWN - P. E. I.

McKinnon & McLean

Barristers, Attorneys-at-Law
CHARLOTTETOWN, P. E. I.
MONEY TO LOAN.

Fire Insurance

Possibly from an over-
sight or want of thought
you have put off insur-
ing, or placing addi-
tional insurance to ade-
quately protect yourse
against loss by fire

ACT NOW. CALL UP

DEBLOIS BROS.

Water Street, Phone 251

Liberal-Conservative
Convention

A Convention of the Liberal-Conservative Party of Prince
Edward Island will be held in the

MARKET HALL
Charlottetown

Tuesday, August 16, 1921
AT 11.30 A. M.

For the purpose of making arrangements for general
organization. All Polls are requested to send at least two
Delegates.

Conveners and Poll Chairmen will please see that
their respective districts and polls are fully represented.

W. H. AITKEN,

President Queen's County Liberal-Conservative Association,

E. T. TANTON,

Chairman East Prince Liberal-Conservative Association,

W. TANTON,

Chairman West Prince Liberal-Conservative Association,

JOHN McLEAN,

Convener King's County Liberal-Conservative Association.

August 3, 1921—21

Thirty Thousand
HARVESTERS WANTED.

\$24.60

Fare from CHARLOTTETOWN to WINNIPEG.

Plus One-half cent per mile beyond Winnipeg.

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Reduced Fares Returning

SPECIAL TRAIN SERVICE

Convertible (Berth) Colonist Cars. Special accommoda-
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For particulars apply to

W. K. ROGERS, W. T. HUGGAN,

City Ticket Agent. District Pass. Agent.

Or Write

F. W. ROBERTSON,

General Passenger Agent,

Moncton, N. B.

August 3, 1921.

Cool Shoes
FOR SUMMER

At Bargain Prices

MAIL ORDERS PREPAID

WOMEN'S WHITE CANVAS HIGH BOOTS

leather soles, with high or low heels, only \$1.98

WOMEN'S WHITE CANVAS PUMPS, high heels,

all sizes, 2 1/2 to 7..... \$1.48

WOMEN'S WHITE CANVAS OXFORDS, me-
diums, low heels, all sizes..... \$2.48

MEN'S WHITE CANVAS BOOTS, sizes 11 to

2..... \$1.68

CHILDREN'S WHITE CANVAS BOOTS, sizes

8, 9, 10..... \$1.48

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List of Pure Bred Live Stock for Sale.

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