

The Herald

WEDNESDAY, AUGUST 3, 1921

SUBSCRIPTION—\$1.00 A YEAR.
TO THE UNITED STATES \$1.50
PUBLISHED EVERY WEDNESDAY
BY THE HERALD PUBLISHING
COMPANY, LIMITED
AT 81 QUEEN STREET
CHARLOTTETOWN, P. E. ISLAND

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For Political Ambition

When one reflects upon the exceedingly serious conditions of the country, financial, commercial and otherwise, and especially gives thought to the grave exchange 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 parties 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 neglectful of their country's sore pressing needs, they are playing the old-fashioned "I told you so," "You are another," "We are angels-and-you-are-rascals," "We are always right-and-you-are-always-wrong," game of party politics, by which the country has been so badly bedevilled and cursed in the past. Their attitude 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 pitiable to see these intelligent men playing like children with fire, playing poker with the destinies of their country. Instead of helping 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 discordant element. Out in Medicine Hat, for instance, most of the prominent "Reds" in western Canada were found supporting 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 extreme farmer group. Mackenzie King is for protection, for tariff for revenue, for free trade, according to whatever part of the country he may be addressing himself to. The Honourable Mr. Cresser 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 carrying 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 unpatriotic 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, governed 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 conservation of wealth and resources, not the least influential is the very distinctive advertising campaign being conducted throughout Canada by the paint and varnish industries. 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 advertising. 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 viewpoint of economy and conservation. 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 preserved to usefulness indefinitely if the surface is preserved. Materials such as wood and iron will serve generations of users if their surfaces are kept well protected by paint and they are not destroyed by wear and breakage.

There is more to the matter than economy. The generous and appropriate employment of paint adds greatly to the amenities 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 traveller 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 humblest dwelling, sheds and even shacks, take on a progressive, bright appearance, for the simple reason that the dwellers therein are convinced that there is economy 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 whitewash the logs. The whole area took on a bright, cheery appearance. 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 for harmony, and the brighter exteriors of our homes is inevitably followed by cheerier, cosier interiors."

"The paint dealers are interested in increase of business. They readily admit it. But in the campaign of 'Save the Surface and You Save All,' the dealers are doing a real work for conservation that pays at once in dollars and cents, and brightens at once, the spirit of the people."

One thing that should make the "save the surface" campaign especially productive of good results is the fact that the vast majority of the good advice is so slight. Almost any article can be painted for an inconsequential 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 movement 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 Pennsylvania 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 autos 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 exceedingly 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 on Canadian wheat. An investigation brings to light some interesting things in connection with our relation to Canadian wheat and flour made therefrom.

Millions of bushels of Canadian wheat are brought into the United States yearly. Only a small portion of this finds lodgment here. It is milled and the mill products are sent on, over American railroads and in American 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 re-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 provision that wheat which is brought in to be milled and exported could be admitted free of tariff.

Some argue that such a plan would lessen the amount of United 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. Australian, 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 decrease 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 Division of the Dominion Bureau of Statistics. In 1919 Canada exported goods to the United States with a value of \$439,932,406, and imported goods from the United States to the value of \$256,337,132. 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 imported goods from the United States with a value of \$766,893,077, and exported goods to the value of \$501,932,266, reducing the trade balance in favor of the United States for the year to \$264,960,811, a gain of \$107,072,106 over 1920.

During 1919 Canada imported from the United Kingdom goods valued at \$75,088,526, and exported goods to the value of \$54,482,924. In 1920 this preponderance of trade in favor of this country dropped with imports of \$77,848,702, as against exports of \$436,351,837, a difference of \$258,503,135 in favor of Canada. This favorable balance 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 \$869,503,416, 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 \$1,276,511,542.

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 \$1,130,466,471.

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 4,000 of them had not been accounted 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 department of the Shipping Board, and some months ago he appointed Mr. Albert D. Lasker, chairman, with comprehensive powers to get to the bottom of the rascality. 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 income 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 deceiving 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 situation 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 doing their deadly work on the high seas; but the organization which took charge was so criminally 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 Scotia 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 rivet driving left a great many of them with sprung and otherwise 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 inspecting auditor declared this was but an example of "tens of thousands of cases."

There are a number of lessons suggested by this deplorable case of the United States Shipping Board. The first is that a fundamentally good purpose may be defeated by employing the wrong men to carry it out. The second is that, while this wholesale chieftain 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 relief from monthly pains, and have no bad after effects whatever. 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 situated, 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 Southwardly to the place of commencement, 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 Garrett, 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 Garrett, 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, Charlottetown.

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

DARIUS GARRETT,
Assignee of Mortgage.

July 20, 1921—31

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 situated 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 McDonald, on the East by Cumberland 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, 1885, and made between John Livingstone (the younger) of Forest Hill, Township Number Fifty-five, in King's County, in Prince Edward Island, Farmer, and Margaret Livingstone, his wife, of the first part, and William A. Weeks, of Charlottetown, in Queen's County, aforesaid, Merchant, of the other part.

For further particulars apply to McLean & McKinnon, Solicitors, Royal Bank Building, Charlottetown.

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

BENJAMIN C. DAVY,
Assignee of Mortgage.

July 20, 1921—31

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

Physician and Surgeon

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McKinnon & McLean

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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

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W. T. HUGGAN, District Pass. Agent.

Or Write

F. W. ROBERTSON,

General Passenger Agent,

Moncton, N. B.

August 3, 1921.

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FOR SUMMER

At Bargain Prices

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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, med-

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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W. F. Weeks Fredericton " (2 years)

David Reid Victoria Cross " (2 years)

Ramsay Auld West Covehead " calf

Frank Halliday Eldon 6 Yorkshire Pigs (5 weeks)

Ramsay Auld West Covehead Yorkshire Hog (2 years)

A. E. McDonald Little Pond Duro Jersey Boar (2 years)

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