

The Herald

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The Political See-Saw

The strategy of the opponents of sound Constitutional Government is now clear. It has developed out, and all hope of genuine leadership must be abandoned by the embittered Opposition. We wonder what the Hon. W. S. Fielding thinks about it all. Or is he considered? We doubt it. Our impression is that Mr. Ernest LaPointe and the Hon. Mackenzie King came to fatuous conclusions between themselves. The grand strategy is, in a word, to put up a straight LaPointe-King Liberal where there is a chance of winning, and where there is no chance to leave the field to the farmer candidate.

In Quebec the farmer movement is to be ignored and fought to the death; in the other Provinces, flattered and caajoled. It is hard to see what is to be gained by these servile and humiliating approaches. But one inference is open: The LaPointe-King Group are prepared to hand the country over to the advocates of group-government rather than see a firm settled government at Ottawa. And these are the men we are asked to admire as Statesmen! Irrational hatred of the men who brought the Country through the most frightful experience of all human history, and whose after-the-war achievements are the admiration of the world, seems to be the motive swaying these would-be controllers of Canada's future destiny.

The foolish game of See-Saw is all arranged. In Medicine Hat it is Crerar's turn in the air; in Yamaska it was King's, and the poor farmer was left to plow alone. Sunbury was also a Crerar victory; but somehow miscarried. The idea is that where the Liberal has not the ghost of a show the vote is to go to Crerar or Morrison or Jimmy Simpson, or Drury, and where the farmer is hopelessly out of it, then the U. F. O. or the U. G. G. will slavishly "pluck" for the Anti-Conscriptionist-Liberal. But suppose while the Hon. Mackenzie King is up in the air, Crerar should suddenly slip off his end of the plank. We would solemnly warn the young man to look out for this; for we have a healthy suspicion that when it comes to leadership and forming a brand-new form of government, the Hon. Alex. Crerar has an idea that he can give the Quebec nominee spades and win.

Boost Your Country

We ask no pardon for advertising agitating to the exchange question. We do so because it overshadows all other questions and problems affecting us. If the people could only be made to realize the extent to which we are being bled through the operations of exchange between this country and the United States, the heather would be on fire, and every red-blooded man and woman would be willing to work tooth and nail with all their might and main to find the solution. Think of it for a moment! The discount of our dollar in the United States, now something like fourteen or fifteen cents means, that we have to pay more for that extent for the goods we buy from the United States, and for many of the goods produced in Canada, to the tune, in the aggregate, of at least two hundred million dollars a year. To

get down to a concrete case which almost everybody can understand—every house-holder in Canada who burns hard coal has to pay between \$1.50 and \$2.00 more per ton by reason of this exchange. Just as you have to pay that much more for your coal, so you are paying, for the same reason, correspondingly more on nearly every commodity you purchase. It is an appalling condition of affairs.

What this country needs is a tremendous trumpet-call to arouse the people to a realization of what this awful exchange handicap means. The message should be set forth in thunderous tones from every editor's chair, from every platform, university, collegiate, school, club, from every assembly of men and women to produce more and more at home, and thereby render it unnecessary to buy so much from the United States. That is the only solution permitted us in view of the United States prohibitive legislation affecting our food products and in arriving at it, we will not only solve the exchange question, but we will solve the unemployment question, because increased production at home will mean increased employment to Canadian workmen.

Menace Of Free Trade

Talk of arresting our industrial progress can only emanate from men who do not consider conditions. Talk of uprooting our fiscal system and introducing free trade is nothing short of madness. The men who advocate free trade cannot really be serious. If they are, they either do not understand what they are talking about or they are selfish to the point almost of criminality. Free trade in Canada with protection in the United States would absolutely ruin this country, and do it so expeditiously that it would turn our hair grey in a night. The immediate effect would be that the hundreds of manufacturing plants established by Americans in this country, as branches of their own, would be shut up, because there would be no necessity to maintain them in operation. These Americans can manufacture cheaper in the United States by reason of their larger production there, and if they were able to send their products free of duty into Canada, it would be fully on their part to maintain their Canadian manufacturing establishments. Thus, in the twinkling of an eye the great manufacturing centre, comprising Windsor, Walkerville, Ford, Sandwich, which has been created by the establishment of scores of branches of United States manufacturing concerns, would be converted from a hive of industry into a grave. The same would be true of many of the thriving towns in the eastern township of Quebec; similar untoward happenings would take place in hundreds of towns throughout the country. Our Tariff brought these American industries over here, and the removal of the Tariff would automatically take them away.

Aerial Forest Survey

Flying has definitely established itself as an essential factor in the lumbering industry. The value of the airplane and seaplane and the practicability of their employment have been demonstrated well beyond the point of acceptance by lumbering firms of Canada. Since 1919, when the first experiments in aerial work were made, the usefulness of the air men on the force of lumber companies owning large timber areas has been considerably extended, and the companies employing planes are exceedingly well satisfied. One of the first duties of the air patrol of the forest is to detect fires. He is more often

busy in survey work, however. The surveyor in an airplane can make survey maps of a lumber area in about a tenth of the time that would be required if he had to do it on the ground, and the results are many times more complete and accurate. A writer in American Forestry, Washington, describing the progress of work in Canada, cites the case of a rapid emergency survey made for a lumber company.

An instance of the value of this service to the company occurred during the summer of 1920, when work was suddenly received there would arrive on the same day a man with whom the company was negotiating for the purchase of a large timber area, but who had not been expected for several weeks. An official of the company was rushed over to the airfield and taken out over the territory. Five hours later, when the owner arrived, the company officials were able to meet him with a map of the country and, far more accurate information about it than he himself possessed.

Logging bosses are taken over timber stands in the planes and in a few hours secure more information than they could have acquired in many weeks on the ground, and often a ground trip to the stand would itself take days or weeks. The logging chief of one company covered 850 miles over northern woods in twelve and a half hours, and at its conclusion stated that the information acquired was greater than could have been secured by years of travel on foot.

In connection with fires, it is stated that the air patrol acts as a deterrent to carelessness on the part of settlers and campers, who fear detection from the air.

The planes are apparently being operated with little trouble. Two machines which entered the service of one company early in the summer of 1919 had flown more than 16,000 miles by the end of last year and were never delayed on trips. The pilots, however, go prepared against accident. They carry on the plane, a canoe, paddles, a rifle, blankets, and food.

The Duke Departs

The Duke of Devonshire departs with the sincere esteem and genuine friendship of the Canadian people. It is seldom that the personal representative of royalty in this Western-world Dominion, very conscious of its honor, has so completely won the admiration and respect of our people. Coming to us during the darkest days of the Great War, we at once discovered that here was no idly contented wearer of an honored title and an historic name. Here was a man—at a time when men were sorely needed in the pivotal places of the Empire.

The Duke has made it his first business, since he came amongst us to learn Canada. He will return to the Mother Country with a far more complete and detailed knowledge of our Dominion than most Canadians possess. He can sit down today and intelligently discuss the various sections of this broad and varied nation with the native-born who come from these sections, and it is only the simple truth that there are precious few of us who could compete with him in a comprehensive survey of the entire land. This should be of the greatest value to the Canadian people in the future. Whenever the Duke may be, he will be one of the foremost councillors of the Empire; and he will bring to any discussion of its policies, as they may affect Canada, a profound and sympathetic appreciation of our feelings, our difficulties, our domestic problems and our essential and unswerving loyalty to that Empire. He cannot be fooled by the vapors of noisy sectionalists or misled by the apparent strength of evanescent movements.

The Duke was a strictly constitutional Governor-General. In this regard, his official policy was in the highest degree satisfactory to the Ottawa Ministers and to

the Imperial Government. There never was a hint of friction or criticism. But in his capacity as a British citizen, prizing his unparalleled opportunity to come into personal and mutually helpful contact with other British citizens resident in Canada, he did not allow the trappings of his office to hamper his movements. He felt that he was among friends and fellow-countrymen, and he acted always with that cordial good fellowship and unassuming bonhomie which are the passwords to confidence and the free and illuminating exchange of opinion.

The Duchess was in this field of his activities a tactful, winning, and gracious ally. She was a one with her illustrious husband in desiring to know Canadians and to have Canadians know her. She felt, as he did, that we are one people. It would be impossible to overstate the value of her ardent co-operation and her quite unforced solicitude to meet the Canadian people and learn at first hand their attitude toward all the vital questions which make the moral web-and-woof of our common Imperial fabric.

"The Devonshires" will take with them to England, and wherever the call of duty may carry them in the great days to come, the best wishes and the firmest confidence of every corner of Canada. They do not return to London as the escaped social lions of a few seasons at Ottawa, with a casual official visit to some of the other centres of Canadian society; but as the familiar friends of Canadians in every Province and in every walk of life. They will not be remembered amongst us as "a name," but as personalities; and they will be remembered long. Montreal Star.

League Plans To Tackle Problem

Paris, July 18.—In accordance with proposals made Sunday by Rene Viviani, former premier of France, the disarmament commission of the League of Nations decided to appoint three sub-committees to tackle disarmament problems. One commission will take up the private manufacture and sale of arms, and recommend a system of international control thereof; the second will consider an international board for the interchange of military information, and the third will gather figures on the present state of armament and on the military and naval budgets of all nations. The three commissions will meet Monday for the first time. They are to report to the full commission early in September, and the full commission in turn is to report to the League assembly in Geneva.

The first commission—on private armament manufacture—consists of M. Jouhaux, the French laborite, representing labor on the full commission, and M. Hodacz, the Czech-Slovakian manufacturer, representing the manufacturing interests on the full commission. As their interests are diametrically opposed, any conclusion they may reach, and report will be regarded as a fair compromise between the positions of capital and labor in the matter of the private manufacture of arms. Jouhaux opposes the private industry and Hodacz made speeches Sunday in rebuttal, declaring the manufacturers of arms regarded their industry as being no different from the Government manufacturers. Viviani and Hjalmar Branting of Sweden will sit with Generals Fayolle and Inagaki on the second commission. Fayolle will be the military man on the third. In all three the interests of soldiers, sailors, workers, players, politicians and economists or financiers are represented. Officials of the League believe the disarmament commission and its sub-committee will perform a useful service for the Washington conference, particularly in gathering statistics. They reply to those critics who assert the present meeting should not have been held by pointing out that it was called before President Harding, mentioned disarmament.

Advertise in the Herald

Canada Leads

Camp Borden, July 26.—Squadron leader J. L. Gordon, D. F. C., of St. Lambert, Quebec, has assumed command of the Canadian Air Force at this station. Training is progressing very favorably and the flying records for the past year disclose some figures which speak well for the efficiency of the unit. The C. A. F. took over the aerodrome in July, 1920. Nearly 400 officers have benefited from "Refresher" courses and more than 950 airmen have learned the mechanical and other duties incidental to aviation to date. During this period many types of planes have been in the air for 8,410 hours on duty, including photography, test flights, wireless work, transportation emergencies and flying instruction. Approximately 280,000 miles have been covered, and only two fatalities have occurred neither of which was traceable to any faults in the machines.

C. Q. Grey, editor of the Aeroplane, and considered one of the world's greatest authorities on aviation, says of Canada's effort, "One has little hesitation in making a perfectly definite statement that the Dominion of Canada is far ahead of any other British Dominions overseas in her flying organization and records."

Explorer Will Show Esquimaux "Movies"

Halifax, N. S., July 20.—Dr. Donald B. MacMillan's exploration schooner Bowdoin will not sail from Halifax harbor in the second leg of her cruise to Baffin Land until the weather clears. Interested visitors aboard the Bowdoin today asked the explorer what he proposed to do with a motion picture machine and some 20,000 feet of film, educational, humorous and serious. He explained that when they turned off the lights near the Arctic circle, he was going to run a "nickel" for the Esquimaux, using convenient snow banks as screens. The Bowdoin took on extra cargo today in the shape of a large doll donated by a club of Halifax children for the "little frosty Eskimo."

Through Rail Service—Atlantic To Pacific

Canadian National Railways Furnish Direct Connections With Famous "Continental Limited" Out of Montreal. The finest train service to the Pacific Coast is afforded by the Canadian National Grand Trunk "Continental Limited" now leaving at 9.00 p. m. daily from Bonaventure Station, Montreal. The route of this finely equipped all steel train to the coast is via Ottawa, North Bay, Cochrane and via the Transcontinental to Winnipeg, and by Grand Trunk Pacific to Saskatoon and Edmonton, and via Canadian Railways to Vancouver—the finest of scenic routes through the Rockies and over the smooth roadbed.

From Maritime Province points there is connection by Ocean Limited with the Continental Limited daily, and by the Maritime Express daily except Sunday. The Maritime arriving daily in Montreal at 7.40 affords the most direct connection, but passengers by the Ocean Limited will have the advantage of a day spent in Montreal. The Maritime arriving at Levis at 1.50 p. m. affords connection with Train No. 11 leaving Quebec daily for Cochrane at 5.00 p. m. This train makes connection at Cochrane with the Continental Limited, so it will be seen there is really a choice of two distinct routes.

There is also the through service to the Pacific Coast by train leaving Toronto daily at 10.30 p. m., via Sudbury, Port Arthur, Fort William and Winnipeg. Connection for this is made by the Ocean Limited to Montreal, and the Grand Trunk International Limited to Toronto. Particulars of these splendid rail services to the west will be explained by all C. N. R. ticket agents, and folders and illustrated matter may be obtained by application to any of the City Ticket Offices or by writing the General Passenger Department, Moncton, N. B. July 27, 1921—5i

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 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—4i

Mortgage Sale.

There will be sold by Public Auction, in front of the Law Courts—Building, at Charlottetown, on Saturday, the Thirtieth day of August, A. D. 1921, at Twelve o'clock, noon: All that tract, piece or parcel of Land situate on 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, 1895, 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—3i

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 oversight or want of thought you have put off insuring, or placing additional insurance to adequately protect yourself against loss by fire. ACT NOW. CALL UP DEBLOIS BROS. Water Street, Phone 251

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Ocean To Ocean

The National Way Across Canada "Continental Limited"

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By MARITIME EXPRESS leaving Sackville at 8.30 p. m. (except Sundays) arriving at Montreal at 7.40 p. m. the day following.

OCEAN LIMITED, Daily, leaves Sackville at 12.40 noon. Arrives at Montreal at 9.20 the day following, connecting with Grand Trunk International Ltd.

For detailed information apply to W. K. ROGERS, or W. T. HUGGAN, City Ticket Agent. District Pass. Agent July 27, 1921—5i

Ladies' Jersey Suits

Worth to \$34 Clearing at \$22.00!

LADIES' JERSEY SUITS in Cream, Fawn, Pekin, Blue and Rose, all new this season. Worth to \$34.00, for \$22.50.

Gingham House Dresses Only \$2.25

A splendid range of Gingham House Dresses in pink and white stripe and blue and white stripe. Great value \$2.25

Smart Wellmade Jack Tar Middies

Regulation Jack Tar Middie Collars in plain white, plain white with navy flannel collars, made with yoke effect. Prices are \$2.25, \$3.00, \$3.50, \$4.00 and \$6.75.

Ladies' White Wash Skirts, for the hot weather at \$2.00, \$3.00, \$3.50, \$4.00 and \$4.50.

A splendid line of White Gaberdine Ski in extra large sizes, bands from 31 inches to 36 inches, at \$3.75.

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A good many of you have been asking us for new Feather Hats. We're ready with them now—all the new shapes are just in from New York—\$8.50, \$10.50, \$12.50, \$16.00. We shall be glad to show them to you today.

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FAIR GRADING

The rules and ethics of the exchange do not permit us sending out alluring price lists, yet we give you an exact and expert grading and pay you at a rate of five to twenty five cents more on the dollar than the average advertising fur company, as we cut out all middleman's profit in dealing direct with you.

St. Louis Fur Exchange

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