THE CHARLOTTETOWN GUARDIAN

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TUESDAY, JANUARY 29, 1924

THE TOURIST ASSOCIATION

As intimated in yesterday's Guardian the recently organized Tourist Association has got away to a good start. The programme mapped out is as promising as it is comprehensive and business-like. The gentlemen at its head and representing the whole province are wideawake business men who realize the possibilities of a large tourist business as well as the capacity of the province to accomodate such. They realize that in climatic conditions, in the matter of rural and city accomodation, and advantages for such enjoyment as tourists look for, Prince Edward Island stands second to no other place on the continent. Knowing this and knowing that the tourist stream once started in our direction will continue increasingly as the years go by, they are giving their time and talents freely for the benefit of the province. They expect and have a right to expect the hearty co-operation of all our people. They are beginning this week a drive for membership and they expect every man and woman in the province who is interested in the welfare of the province to become a member at the nominal fee of one dollar. Small as this fee is, if the response is as generous as it deserves to be it will aggregate a sufficient sum to enable the executive to do the necessary advertising abroad. Every dollar will be expended in publicity where it will be most effective, in the United States and in our own dominion and in such other ways as the executive may deem necessary to carry out the purpose of the Association, namely to attract visitors.

We bespeak for them the fullest measure of co-operation not only in becoming members but in every way possible furthering their purpose by boosting the province by correspondence and otherwise, and above all by treating our visitors white in season and out of season

We hope to report a large membership as a result of the efforts now being made. This membership secured, the success of the Association is assured.

BRITISH TRADE REVIEW

The January number of British Trade Review is an exceptionally interesting and instructive one. Informed comment on the trade conditions of the United Kingdom and of the Empire at large is an invaluable education in commerce, industry and marketing for business men especially. The British Trade Review, in its every issue, gives such comment from the pens of well informed staff correspondents and editors. Even the advertisements both in their mechanical make up and in their message are informative as well as practical and convincing.

THE C. N. RAILWAY

A gentleman who recently returned from a trip which carried him over a thousand miles or so of the Canadian National Railways informs us that he noticed a marked improvement in the service as compared with that of a few years ago. There is a business air on the part of officials and train hands which at once convinces the traveller that there is a head to the whole system and that all are co-operating under definite instructions. The idea permeating the system is to please and to accommodate the passengers and place all the conveniences of the road at their service. Our informant states that in conversation with other passengers the conclusion was general that the C. N. R. compares more than favorably with any other railway on the continent. Credit for this is naturally given to Sir Henry Thornton and a quite noticeable esprit de corps among the officials of all ranks.

UNTIMELY ECONOMY

Through that peculiar perversity which has characterized so many of the acts of his administration, Mr. MacKenzie King has intimated that the government may withdraw the provincial grant for agriculture and discontinue the road grant. The excuse is economy. Curious that his idea of economy is to withdraw needed support from those who more than any other class help to maintain the revenue of the country, namely, the farmers, for this action on the part of the government, if carried out, will hit the farmers more than any other class. The money thrown away on useless Royal Commissions would go a long way towards paying this grant to the provinces but we have heard nothing of any intention to withdraw any of these for purposes of economy.

The Canadian Good Roads Association has presented a strong resolution to the government urging a continuance of the grant to the provinces and we have no doubt their recommodation will be strongly supported in parliament, possibly strongly enough to induce the cabinet to change its mind on the subject. There is a general agreement that both the road grant and the agricultural grant where judiciously administered are not only of inestimable benefit to the provinces but, as originally intended, a just return for the taxes paid by the provinces for which they do not receive any adequate direct return.

CHANGE OF FRONT

The Toronto Mail and Empire recalls that when members of the late Union Government announced to the House of Commons that arrangements for the appointment of an Ambassador at Washington had been satisfactorily concluded both with Great Britain and the United States, Mr. MacKenzie King, then leader of the Opposition, was insistent in his demand that all correspondence on the subject be made public. Some other prominent Liberals favored the appointment of a commercial agent to the United States rather than a diplomatic representative, and Hon. W. S. Fielding was emphatically opposed to the scheme of the Government of the day. From that time until the present no ambassador has been appointed. But no interest is known to have suffered.

It would be interesting to know what has caused the change of front at Ottawa.

THE SIDEWALKS AGAIN

The prospect of breaking a leg or becoming otherwise incapacitated and waiting for assistance with the mercury playing hide-and-go-seek with 14 below is not a compelling inducement to take a walk in the present bracing atmosphere. Yet this is the prospect which our citizens are obliged to take cognizance of when they are about to go out. Of course there is the alternative of walking on the street and getting run over and some choose the latter but neither of them is such as should reasonably be expected in a city of so many attractions as Charlottetown. In mild, soft weather sand is generally sprinkled over the slippery places. Why can not this be done in zero weather and when the sidewalks are the most dangerous? At present the sidewalks, for the want of a little sand, are positively dangerous. We trust the hint—for this is only a hint—will it be taken.

Notes By the Way

The cold dip of Sunday and yesterday were reminders of last year's cold season and that not withstanding its belated arrival this year the winter has still to be reckoned with. Some days since the press despatches gave warning of its coming by telling of temperatures more than fifty degrees below zero in the Yukon, forty below in the Prairie country and coming eastward toward us through Ontario, Quebec and New Brunswick. A stiff north west wind was a feature of the cold wave and greatly increased its discomforts out of doors.

The cold wave was also a reminder to those who live in wealth and comfort that all are not so happily situated. It was a reminder of that noble charity the Coal Fund instituted years ago by the late Dr. Jenkins of happy memory, and to which this year there have been so far fewer subscribers than usual. And yet when the Coal Fund was first started about three tons of coal could be bought at the price of one ton today. This is a fact of which the needy ones will require no reminder and which all generous and charitable persons will be likely to remember.

The plumbers were kept busy on Sunday giving relief to householders who had frozen water pipes and in one or more cases had to bring their repair outfit and tools from their shops to their homes for active use. In such rare cases no complaint is likely to be made of any overcharge in the plumbers bill. During the mild weather of December and the earlier part of January some persons who had little else to complain of in regard to the weather objected that no ice could be stored for use next summer. Now that Jack Frost has destirred himself and got busy there will be plenty of ice for everybody, for which let the ice man be duly thankful.

What has become of the sparrows? But a year or two ago these pugnacious little fellows flocked in thousands about the streets, squares and houses in the central parts of the city where scarcely one is now seen. Have they taken refuge in the country, or flown away to other cities, or what has become of them? For a time they were so numerous in this and other cities that it was claimed they were driving other birds away. They multiplied in town and country with great rapidly. We are at a loss to know whether the sparrows have migrated southward or westward and left the province, or have

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Lest We Forget

TUESDAY, JANUARY 29.

AURELIAN

Emperor of Rome, who rose from obscurity to this eminence and was called by the senate "Restorer of the Roman Empire," was killed on January 29, 275.

SWEDENBORG

(Emanuel), celebrated Swedish philosopher and mystic, was born at Stockholm January 29, 1688. He was assessor of the Swedish college of mines; and in 1718 invented machines for transporting boats overland from Stromstadt to Iddefjord. In his later life he founded the "New Church," claiming to have divine revelations.

WILLIAM McKINLEY

Twenty-fifth President was born on January 29, 1843. Soon after entering upon his second term he was shot by Leon Czolgosz, an anarchist, at the Pan-American Exposition at Buffalo on September 6, 1901, and died eight days later.

GEORGE PEABODY

American merchant and banker, who eventually took up his residence in England, and on January 29, 1866, added $500,000 to his former gifts to London poor. Other philanthropies were gifts to American colleges, an educational fund for the South, and the Peabody institute in Baltimore.

Daily Selections FOR Guardian Readers

THE FRIEND

He is a friend who can
By a look, a word, renew
The courage in a man,
His best and true.

He is a friend who lives
With a large-heartedness
That takes, as well as gives,
And is no less.

A friend is he who shows
A new height to attain,
Who freely comes, and goes
Freely again.

T. Morris Longstreth

The Public Forum

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinion expressed by its correspondents.

MR. HYNDMAN GIVES DETAILS

Sir,—In your issue of the 25th instant, appears another communication from Mr. J. J. Hughes, M. P., and as I have been misquoted I am compelled to deal further with the matter.

Mr. Hughes quotes my previous communication and then announces that on consultation with General Manager Brown, that Mr. Brown informs him that he does not know Mr. R. L. Wheeler at all. It seems strange that Mr. Hughes had to apply to Mr. Brown for information about Mr. Wheeler, as Mr. Hughes referred to Mr. Wheeler himself in his letter dated 4th January. I can only conclude that Mr. Hughes has misinterpreted Mr. L. S. Brown in this regard. No doubt, what Mr. Brown said or meant was that Mr. Wheeler is not attached to the Atlantic Division of the Government Railways, and that reply would be quite correct. Mr. Wheeler is a Dominion Government Official of the Transportation Branch, Ottawa, and is known as a Transportation Expert or Specialist. He supervises throughout the Dominion the distribution of Refrigerator Cars to meet the needs of Agriculture, and his recommendations are acted on by the Canadian National Railways. All shippers of produce in this Province were familiar a few years ago with the car distribution service operated here by Messrs Baxter and Fox. Now Mr. Wheeler is in a very much similar capacity only on a broader scale. I feel almost positive General Manager Brown is quite familiar with Mr. Wheeler in his official capacity. Mr. Wheeler came to this Province in August last, and went into the requirements of the Seed Potato situation with Mr. Boulter, Secretary of the Association, and not only did he give assurance that sufficient refrigerator cars would be supplied in the fall, but also offered to come down to the Island himself during the shipping season, if necessary, to see that all requirements were met. When the shipping season first came on and very few refrigerator cars were coming in, Mr. Boulter went to the Charlottetown Railway Office to make enquiry, and as the outlook was not very bright for cars, Mr. Grady asked Mr. Boulter if there was any suggestion he (Boulter) could make. Mr. Boulter then told of Mr. Wheeler's assurance of cars being supplied and the offer of Mr. Wheeler to come to the Island. It was then decided to send the following telegram:

Charlottetown, Nov. 5th, 1923.
R. L. Wheeler, Ottawa.
"Already Potato Association prevented shipping, no Refrigerator Cars in Province. Over hundred cars seed yet to move to Long Island points: Situation serious unless refrigerators supplied.

(Sgd.) W. BOULTER

Ottawa, Nov. 5th, 1923.
W. Boulter, Charlottetown,
"Anchored here by Express Rates case, will wire you tomorrow regarding refrigerators.

(Sgd.) R. L. WHEELER

The following telegram was sent to Moncton on the same date, so that the situation was well known there.

Charlottetown, Nov. 5th, 1923
M. F. Tompkins, Canadian National Railways, Moncton.
"Not a refrigerator car available for seed potatoes, shipping held up every station. Serious situation as Association has yet over hundred cars to move. Do something for us.

(Sgd.) W. BOULTER

Mr. Tompkins replied that he would do everything possible to secure cars. As the season was fast advancing and contracts with the shippers required that all shipments for Long Island be rolling by 20th November, the officials of the Potato Growers Association were very much worried, and Mr. Boulter again appealed to Mr. Wheeler on the 15th November as follows:

Charlottetown, Nov. 15th, 1923
R. L. Wheeler, Ottawa.
"Potato Growers need fifty refrigerators before twentieth, not one in view Moncton down. Serious for growers as seed is not protected against severe weather. Respectfully urge cars be supplied to permit us meet our contracts."

(Sgd.) W. BOULTER

Ottawa, Nov. 15th, 1923
W. Boulter, Charlottetown.
"Receipt your wire phoned Superintendent car service, Montreal, who was in Moncton last Saturday he assures that situation not serious. Refrigerators are moving eastward steadily, also some in Moncton under repairs. Assures that situation is receiving best efforts of eastern lines to fill your car requirements."

(Sgd.) R. L. WHEELER

Charlottetown, Nov. 16th, 1923
R. L. Wheeler, Ottawa.
"Answering despite Railway assurances no refrigerators yet in sight for loading."

(Sgd.) W. BOULTER

Moncton, Nov. 19th, 1923
W. Boulter, Charlottetown.
"Your wire to R. L. Wheeler Ottawa re refrigerators. Please advise me what situation is today. Our information that since seed potatoes commenced to move 153 cars supplied to Island only 123 returned under load 15 cars supplied Saturday have more on hand Sackville and about 40 in sight moving towards Island. Our information is only about 50 car loads yet to move. Please wire me fully, and I will do what is necessary to meet situation.

(Sgd.) F. PRICE, C. N. R.

Charlottetown, Nov. 20th, 1923
F. Price, C. N. Railways, Montreal.
"Answering weather very cold loading held up since fourteenth only few refrigerators received some coming today, delay causing heavy loss to Growers. Association still requires fifty. We only received portion those coming. Urgent all ship this week.

(Sgd.) W. BOULTER

I think the above telegrams are sufficient to prove my contention that local railway officials were not to blame for lack of cars. The head officials of the Railway in Moncton, Montreal, and Ottawa were fully aware of the situation and failed to give adequate service. Knowing the great difficulties Mr. Boulter, Secretary of the Association, was experiencing, and what a severe loss the Potato Growers were faced with, if necessary cars were not forthcoming, and in which event this new and valuable industry would receive a severe set-back, I offered my services to Mr. Boulter as President of the Associated Boards of Trade. With Mr. Boulter's approval I sent a telegram, already quoted in a previous letter, to Sir Henry Thornton, President of the C. N. Railways, setting out the situation. I also arranged with Mr. Boulter to draw up for the Boards of Trade a memorandum of the case so that we would be fully prepared to deal with it before the Railway Authorities, when opportunity offered.

The Potato Growers had experienced some difficulty in 1922 and instead of improvement, as regards transportation facilities, conditions were much worse in 1923. It was hoped that the Boards of Trade, with the full facts of the case in hand, could secure reasonable assurance for adequate facilities in future. Mr. Hughes afterwards hearing that I had this memorandum prepared for the Boards of Trade, applied to Mr. Boulter to be supplied with a copy. I never made any claim of authority, as inferred by Mr. Hughes, to speak for the Potato Growers Association. Mr. Boulter, however, did welcome my offer of co-operation, and I have his authority to publish the above telegrams.

As regards the request for the Car-Ferry to make a special trip to bring over refrigerator cars on Saturday November 17th would say, that five refrigerator cars that were actually at Tormentine were brought over to the Island by regular trip of the ferry on that date. The balance of the cars that should have been at Tormentine appear to have been side-tracked along the line, which is the latest word from Moncton, and possibly that is the reason why Mr. L. S. Brown did not authorize the special trip of the Ferry that Mr. Boulter appealed to Mr. Brown to be made on Sunday the 18th November. At any rate the balance of the cars expected did not come over until Monday, 19th November, and it is quite possible there may have been good and sufficient reason. I would not care to criticise any one official in this regard without having the actual facts. I take exception to Mr. Hughes' misquoting me to the effect that I had said the Potato Growers Association were well satisfied with the Railway Service rendered. What I did say was, that I believe Mr. Boulter was well satisfied with the service rendered by local Railway officials, which is a very different matter. If blame for lack of cars was placed where it belongs, it would be on the shoulders of local officials, as the telegrams submitted give sufficient proof. Mr. Hughes now talks of advocating an official investigation. If there is any evidence to warrant this, it should be the proper course. I am sure local Railway officials would welcome an investigation rather than be hounded through the newspapers as guilty without an opportunity to defend themselves. In this British Country a man is presumed innocent until he is proven guilty. I had no authority to speak for local Railway Officials, and as far as Mr. Grady is concerned, he has not approached me on the subject in any form or shape whatsoever, notwithstanding Mr. Hughes' insinuations in one of his earlier communications. With all due respect I would like to suggest that Mr. Hughes be more exact in his statements in future.

I am, Sir, etc.,
J. O. HYNDMAN

Charlottetown,
January 28th, 1924.

CHURCH UNION

Sir,—Would you please allow me to bring to the notice of the members of the Self-Appointed Presbyterian Church Association one of the finest biographies of recent years, namely that of the "Life" of Dr. Alexander Whyte, one whom all true Presbyterians loved. He was brought up in the straitest sect of Presbyterianism, and to his last day was a Puritan theologically to the utmost degree. But with him the idea of not only Church Union but Christian Reunion became a perfect passion.

The man, whose whole sympathy had gone out with the Disruption which divided the Free Church from the Church of Scotland, lived two years for the reuniting of all the Churches. His latest public addresses and his most earnest prayers seemed to be all uttered with that consummation in view. Especially in his closing days, Dr. Whyte showed his eagerness for Re-union, so far as it could be brought about, between all sorts and conditions of Christians. This great Presbyterian and Puritan DID NOT SHUT THE DOOR of his dreams against the vision of UNION with THE EASTERN CHURCH and even with the CHURCH OF ROME. And now listen to the Rev. Dr. Dinsdale T. Young who has done forty years service with unswerving loyalty to the Church of John Wesley, and his affectionate admiration for the Puritan and Evangelical traditions are well known. Yet with such an experience the Rev. Dr. lately said in the course of an interview, "I believe I am as fervent a Protestant as anyone, but like Dr. Whyte, I would welcome any chance of a spirit of Christian Union, even between the Roman

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DODD'S KIDNEY PILLS
FOR ALL KIDNEY DISEASES
RHEUMATISM BRIGHT'S DISEASE BACKACHE DIABETES
NUMBER 4087 THE PROPRIETORS

MR. TURNER REPLIES

Sir.—For some time past, the long suffering public have been subjected to a verbal barrage from Mr. J. J. Hughes M. P. regarding transportation, etc. He dealt very exhaustively with this matter on the floor of the House of Commons as numerous pages of Hansard can testify, but without a flicker of interest on the part of anybody. He was no doubt actuated by a laudable desire to earn his indemnity and appease a gnawing conscience. But evidently his conscience has not been fully satisfied, and we see the humiliating spectacle of a member of Parliament, endeavoring to bring discredit upon his Province and those agencies, which are trying to improve conditions in a less spectacular, but possibly more effective way.

I have always been opposed to writing letters for the Press, but Mr. Hughes in an over excess of zeal, and with an apparent disregard for either accuracy or the feelings of others, has been fit to bring my name into this discussion, a consequence of which, I am compelled to defend myself, or rather make a statement, which I would have Mr. Hughes understand is more to vindicate myself before the members of the Board of Trade, than to contradict anything he may have said.

There is no more mischievous person, than the man who picks up a juicy bit of gossip on the street, and by broadcasting and adding to it, makes a "Mountain out of a Molehill" or worse still, distorts, and twists it out of its original shape, until it assumes an altogether different meaning, and instead of being innocent in effect, becomes poisonous and injurious.

Mr. Hughes says: "I have been told that Mr. Turner (Ex-President of the Charlottetown Board of Trade) wrote a letter stating that he and the Potato Growers' Association, and everybody in the Province, were well satisfied with the Railway service we received last Fall" etc. This report is absolutely untrue; no such letter was ever written. Shortly before the change of time in the passenger schedule (which became effective on January 6th) I did write Mr. A. T. Weldon (Traffic Manager) making inquiry as to how our interests were being served in this regard, and on receiving a most courteous reply, wrote him, that his explanation was satisfactory. This is probably the letter that Mr. Hughes has been "told" about. You will observe, that it relates altogether to passengers, and has nothing to do with potatoes.

Now that I am on the subject of seed potatoes, I want to say, that on November 5th, last, I had an interview with Supt. Grady re, supply of refrigerator cars for this purpose, and was shown correspondence which convinced me, that he had notified the higher officials considerably in advance, and made every effort to secure an adequate supply, apparently without result. I at once sent the following wire to L. S. Brown:—

"Great shortage Refrigerator Cars. Railway authorities here say they are doing all possible to secure same. We claim more cars should be furnished, and insist most strongly that you send forward what cars we want. There is no excuse for not being in a position to fill our requirements, as the need for them has been impressed on

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That Body of Yours

By James W. Barton, M.D.

WHY INVITE TROUBLE

The civilized world to-day is honoring Dr. Banting the Toronto physician who discovered Insulin. He has bee nawarded the Nobel prize because of his aid of suffering humanity.

Insulin is the animal extract that enables the body to utilize the starches and sugars taken in as food, so that the body can be built up.

It means the saving of thousands of lives daily from that formerly incurable disease—Diabetes.

And yet one wonders why more thought is not placed on the prevention of this trouble.

Why should thousands of people yearly be thus afflicted?.

What is my thought?.

Well, there is no question but that the majority of the cases are caused by overeating. Overeating of starches and sugars.

It is generally acknowledged that certain glands in the body are actually regulators of the quantity of sugar, or other food stuff, that the blood can hold.

For instance, if you eat a great deal of sugar or starch you might naturally think that your blood would be that much richer in sugar.

Such is not the case however. These glands allow the blood to take up so much, and the rest is discharged from the body.

Now these glands do their best, but like the last straw breaking the camel's back, so overeating puts such a tax on them that they are unable to properly regulate the amount of sugar to be taken up by the blood, and the blood does not contain its proper amount.

Thus sugar that should be building up the body, is thrown out as waste

What is my point?.

Should we eat less of sugar, flour, and starchy foods?.

As a matter of fact if we lived the life our body was meant to live we could indulge in these things without injury.

What's the trouble?.

Simply that we don't give the body a chance to use up this great amount of sugar forming food.

It was meant to use it up. It has organs and muscles capable of taking care of almost all we can eat.

You were meant to use your body by work, by exercise. By doing this, these glands would have a normal call on them in maintaining the sugar balance of the blood. They don't mind legitimate needs.

But for you to take on board enormous quanties of starch and sugar, and then ask them to maintain the balance is just like flooding your carburetor with gasoline and expecting it to maintain the proper mixture of gas and air.

It can't do it.

Now what are you going to do about it?.

It's very simple, but I wonder just whether or not you will do it.

One of two things. If you enjoy eating and have no inclination to cut down on your appetite, then it is up to you to work your body so as to use up the excess food. If you dislike exercise, then it is up to you to cut down on your food.

The Time to INSURE

is today, when you are in the pink of condition. Take no chances with health. See the local agent and get him to arrange for you one of those popular Great-West contracts which will provide for your dependents, or your own declining years.

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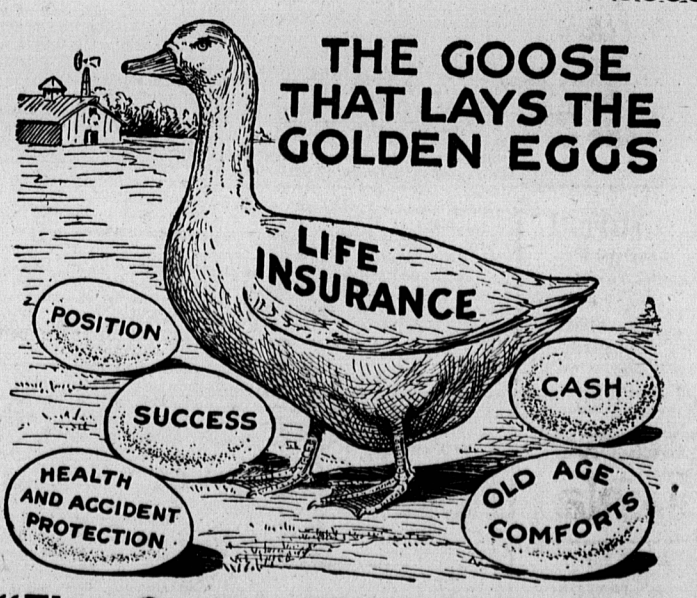
THE GREAT-WEST LIFE ASSURANCE CO.

61 Queen Street Charlottetown



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