

THE CHARLOTTE TOWN GUARDIAN

President, W. Chester S. McLure; Secretary, Lieut. Col. D. A. MacKinnon, D. S. O. Editor and Manager, J. H. Burnett.

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"THE SENSE OF TRUTH"

The esteemed Patriot finding itself on the horns of a dilemma between its championing of Mr. Sinclair and the statements of Senator Hughes, seeks relief by appealing to Mr. J. J. Johnston, the defeated Liberal candidate for Kings County.

he had beaten them to a frazzle! Did panic ever lead to greater absurdity? How the Liberals would welcome a change in the Conservative leadership! Anyone but Meighen! And why? For the simple reason that they know Mr. Meighen is the ablest man in the public life of Canada today, because he has exposed all the rottenness and the misrepresentation and the cooked surpluses of the past four years and because they know he could do it again.

LAND OF OPPORTUNITY

"Canada, the land of opportunity, is the title of an attractive booklet issued by the Royal Bank of Canada to which, through the Charlotte town manager, Mr. A. W. Hyndman, our thanks are due for a copy.

In addition to a general historical sketch of Canada a descriptive chapter is devoted to each province giving all necessary information regarding the industries and opportunities in each.

EDITORIAL NOTES

The "Spirit of Locarno" seems to become mixed with gas when it gets in the vicinity of Turkey.

Now, if we strike oil on Governor's Island and mineral in Covehead there is no knowing what may come next.

Why all the anxiety about Mr. Meighen? Has no one any pity on the man who is in a position without a leg to stand on or a seat much worse position than Mr. Meighen's? The latter at least has exercised over the Conservative a seat in the House while Mr. Meighen's? There is a plot to King has no seat and no cabinet.

ABSURDLY PANICKY

Surely Canadian Liberalism has never shown itself in such ridiculous light as during the past few weeks. With their leader and almost all his ministers personally defeated, with their cabinet smashed and the party all but wiped out in almost every province, Mr. Mackenzie King who is in a position without a leg to stand on or a seat much worse position than Mr. Meighen's? The latter at least has exercised over the Conservative a seat in the House while Mr. Meighen's? There is a plot to King has no seat and no cabinet.

Notes By The Way

That railways and ports are industries, on a par with factories in giving employment to the workers of the country is a sound doctrine forcefully put forward and supported by the Saint John Telegraph-Journal. It goes on to say that we maintain a customs tariff in order that we may give profitable employment to our own people, instead of being wholly dependent upon outside sources for our manufactured goods, but when it comes to transportation the country pursues a directly opposite policy.

New Brunswick and Nova Scotia have in Saint John and Halifax the great national Atlantic ports of Canada. The St. Lawrence affords an eastward water route during a portion of the year, but that great Canadian river is closed during five months of the twelve while Saint John and Halifax are fully open for ocean traffic every day in the year. But these Maritime ports and the railways leading thereto have been starved in past years by being deprived of the Canadian transportation business which legitimately belongs to them.

Canada continues to pay C.N.R. deficits and to add to the huge debt represented by the capital cost of that great system while a great volume of Canadian traffic is turned aside to be carried by foreign railways to foreign ports. It is a shameful fact that today 141,000,000 bushels of Western grain Canadian wheat is being diverted in this way to the detriment and loss of our railways and the enrichment of our southern neighbor.

Prince Edward Island possesses no great Atlantic shipping port, and has not so great a pecuniary interest in this matter as have the sister provinces across the Straits, but our people are heartily sympathetic with them in their efforts to secure for Canadian railways and ports the full measure of transport traffic to which they are entitled. That policy is obviously important as a factor in promoting Canadian unity, in providing more business for our railways, in giving more employment to our people at home and in building up the entire Dominion and promoting national prosperity.

Canada displayed wonderful enterprise and zeal, not always well directed, in building a vast railway mileage in advance of her actual needs. The burden of their cost and the heavy deficits in operation in past years has proved a serious one and it is borne by the Canadian people. No small portion of that burden was entailed upon the Dominion by the construction of the Transcontinental from Moncton to Winnipeg and its extension westward to Prince Rupert on the Pacific Ocean. The Transcontinental was built at great cost with almost a grade level road-bed and from Winnipeg to Atlantic tide water is fitted to carry the rich harvests of the West at lower cost per mile than any other railway in America.

Yet today the Transcontinental is practically idle, while American railways and ports fatten on the traffic of which is despoiled. There is something radically and injuriously wrong in this sort of thing. It calls loudly and insistently for this costly and well-built line to be utilized, and for Canadian traffic to be restored to Canadian channels. If Canada is to prosper in the future Canadians must cease paying tribute to American transportation systems and build up and foster her own.

Postmaster General Murphy states that his Department is both willing and eager for a return to the pre-war postage rate of two cents on letters. But his Department has no jurisdiction in the matter. That lies with the Department of Finance because it has control in matters affecting the federal revenues. The outlook for cheaper postage may, however, be thought to be favorable when backed by the Postmaster General in this way. He should be able to convince the Finance Minister that no permanent loss of revenue would result if the change were made. When Sir William Mulock was Postmaster General and the reduction from three to two cents in the letter rate was made, increased correspondence very quickly made the post office receipts larger than ever before.

Many mothers can testify to the virtue of Mother Graves' Worm Exterminator, because they know from experience how useful

That Body of Ours

By James W. Barton, M.D.

WHY THE HOT BATH? I like to talk about the value of hot baths for tired or exhausted folks. I've mentioned the case of a bicyclist in former years de-

The idea behind it is, that the poisons made by work or exercise are hurried out of the system by stimulation given the circulation by means of the hot bath. And now some Yale researchers men in working on the circulation of the blood, have found that hot baths quicken the circulation, without greatly increasing the oxygen consumption.

Remember, the hot bath should be taken at night when you are tired. A hot bath in the morning is so soothing that you may want to return to bed instead of going to work.

Daily Selections FOR Guardian Readers

December 16, 1925 WHO SHALL ENTER.—Not every one that saith unto me, Lord, Lord, shall enter into the kingdom of heaven; but he that doeth the will of my Father which is in heaven. Matthew 7: 21.

IF WE KNEW

If we knew when walking thoughtless Through the crowded noisy way, That some pearl of wondrous whiteness Close beside our pathway lay, We would pause when now we hasten. We would often look around, Lest our careless feet should trample Some rare jewels in the ground.

If we knew what forms were fainting, For the shade that we should fling, If we knew what lips were parching, For the water we should bring, We should haste with eager foot, We would work with willing hands, Bearing cups of cooling water, Planting rows of shady palms.

If we knew when friends around us Closely press to say good-bye, Which among the lips that kiss us, First should 'neath the daisies lie, We would clasp our arms around them. Looking on them thro' our tears, Tender words of love eternal, We would whisper in their ears.

If we knew what lives were darkened, By some thoughtless words of ours, Which had ever lain upon them, Like the frost among the flowers, Oh, with sincere repentance, While our eyes were overflowing, Would we cry—Forgive—Forget.

Every care or seek to know, Whether bitter herbs or roses, In our neighbor's garden grow? God forgive us, lest hereafter Our hearts break to hear him say: Careless child, I never knew you, From my presence flee away.

Canada's Majestic Strides

Vision of The Fathers of Confederation, The Past Forty Years Glanced at. Historic.

There is not a Province in this great country which is not daily revealing the immense vision of the men who in 1864 framed the British North American Act, and in 1867 opened our first federal Parliament under that famous charter. It is not only through the great things that come to light we might almost say daily, but through the lesser affairs of the country. In all it is simply amazing and crowns the Fathers of Confederation with deathless fame.

Take for example the purchase of the Hudson Bay Territory in 1870. When that investment was made one half the people of Canada proper scarcely knew what was meant by the announcement. To all it was known as the Great Land. Today it is known as the Provinces of Manitoba, Alberta and Saskatchewan, the three being carved out of the "One Land". The area of that territory is reckoned at 2,750,000 square miles. Sir John A. McDonald is credited with being the prime mover in that vast scheme, and it will redound to his honor all through the future. Even today it sheds glory on that statesman and his associates. Many writers estimate that it capable of supporting from ninety to one hundred millions of people.

In succeeding years equally extensive projects have been carried out. The late Parliament Building at Ottawa was erected and was a monument to its promoters in 1915. The present Parliament Building stands on the site of the late one and is also a monument to those who shaped its magnificent proportions and costly equipment. The Western Provinces have also erected splendid Parliament buildings and all combined present a degree of progress, enterprise and confidence in the future of Canada which calls forth exclamations of wonder from visitors from even the greatest of the century-old nations.

But in the domain of enterprise and achievement can such a towering proof of progress be pointed to as our magnificent railways and systems. The C. N. R. system and the C. P. R. are admittedly the equals if not the greatest and most unique undertakings to be seen in any country. All admit that the roads are substantially built as human skill could produce, and their equipment not excelled in either hemisphere. In the matter of rolling stock we can glean a fair idea of the power reached by the locomotives now in operation when we understand that the largest locomotives now have a capacity of about 20,000 lbs. whereas 20 years ago their capacity was not above 1,000 lbs. The contrast in the matter of speed is equally wonderful whilst the service—if you omit our own short division—can challenge the world. Our people, however, are gaining new light rapidly and it won't be long until the "slow coach" condition of our short division will be swept away. It only awaits a change of government at Ottawa, and the installation in office of the party that inaugurated the aforesaid projects, including "continuing steam communication winter and summer with the Mainland," an achievement which ranks in importance in this Province with the greater enterprise consummated in the larger Provinces, and scarcely add that next to the need of proprietary lands it had a greater influence upon the people of this Island than any other question that agitated the public mind at that time.

Next to the railway systems which have linked the Provinces into a solid union we consider the great development of agriculture and its future outlook is unmarred, passed in any country in the world. As one item in the calculation take the wheat fields of the territory named above—that is the Hudson Bay territory—comprising an area of 2,750,000 square miles. Its beginnings at first were not extensive, but they rapidly expanded and before Sir Charles Tupper retired from active public affairs his modest prophecy that the wheat crop of the West would reach 1,000,000 bushels before 20 years was regarded as doubtful. This period of time has been reached and what do we see? Why three and four hundred millions of bushels of Canadian wheat have been the order in recent years and this year it has increased to four hundred and twenty-five million bushels. It is nothing now to hear those fabulous quantities spoken of without much emphasis, certainly without a shadow of doubt. Indeed, the grand old war-horse of Cumberland and his colleagues of Confederation and the Railway fame are although all gone to rest, still winning wreaths of glory for their successors.

But all the laurels of our great country have not been won by our sister Provinces. Trophies are being captured by Island men right here at home, such as Sir John and Sir Charles, who have dreamed of. All of us have heard of the western products; what of P. E. I. Only a few days ago our Island farmers won fame by shipping by rail via Borden to United States hundreds of cars and many ship loads of potatoes which realized for them as high as \$1.00 and \$1.25 per bushel! Never before was there such a harvest reaped on P. E. I. in its fall shipments. Another product may be mentioned here which would be considered incredible if we did not know it to be fact. We refer to the sea industry. Only last year

A Legend Of St. Christopher

A beautiful legend of St. Christopher, the patient saint of travelers, who would serve only the best and greatest.

Offero, as the saint was known in his youth, was a very strong, tall, and brave young man, whose chief ambition was to serve the greatest king on earth. Leaving home, he travelled far until he came to the palace of a king who was said to be the greatest and bravest that lived. Offero then enlisted and served in the king's army. One day he learned that the great king feared one greater than himself. So Offero left him saying, "I may not serve thee longer. I have promised to serve only the greatest, and one who feared nothing. Since thou fearest an Evil One, I must seek and serve him."

Offero eventually found the Prince of Evil, and served him. One day, as they were passing a wooden cross set by the wayside, the Prince of Evil trembled. Again the youth set out to find the king whose cross had caused even Satan the terrible Prince of Evil, to fear and tremble. He was directed to a holy hermit, who told him the story of the cross and instructed him in the stationing of the Lord Christ. Offero stationed himself at the edge of a dangerous stream where many travellers had to cross. On account of his great size and strength he rendered great assistance and saved many lives. One very dark and stormy night when the river was in flood and exceedingly dangerous, a small child came to the river bank, and asked to be taken across. Offero placed the child on his broad shoulders, and waded. He went the child seemed to grow heavier with every step, and his mighty strength was taxed to its utmost. He safely reached the far shore and set his burden down. Then, as he looked, a strange light enfolded the child, and before him stood the Christ whom he had so long been trying to find. A clear sweet voice came to him saying, "Inasmuch as you have done it unto one of the least of these, my children, ye have done it unto me. It seemed indeed a heavy burden, for I bear on my shoulders the sins and sorrows of the whole world. Thou art well fit to be my servant and henceforth thou shalt be known as Christ's Offero" (Christopher). Others who joined in the ceremony of welcoming the Rev. Mr. Taylor were Revs. James G. Potter, MacVicar Memorial Church, and Rev. Mr. Lamont and Rev. G. R. Maguire, ministers of neighboring churches.—(Montreal Gazette.)

thoughts of the members of Calvin-Westminster from their local issues to the bigger ones of the church at large, and stressed the need of loyalty to missionary efforts if they wished to grow and thrive. Others who joined in the ceremony of welcoming the Rev. Mr. Taylor were Revs. James G. Potter, MacVicar Memorial Church, and Rev. Mr. Lamont and Rev. G. R. Maguire, ministers of neighboring churches.—(Montreal Gazette.)

Rev. G. C. Taylor Inducted In Montreal Charge

Calvin-Westminster Presbyterian Church began its career under the ministrations of Rev. George C. Taylor, late of Charlottetown, at the temporary church home, corner of Western and Oliver avenues, The Rev. Dr. George E. Ross, acting in the place of the moderator of the presbytery, Rev. Malcolm Campbell read the form of induction, and the induction service last night in elicited the vows of adherence to the faith and Government of the Presbyterian Church. The Rev. Allan S. Reid, representing the presbytery, officially admitted Rev. Mr. Taylor into the presbytery. Addresses were delivered by the Rev. C. Younger-Lewis, Rev. Dr. Ross and Principal D. J. Fraser. A solo was sung by Miss Marie B. Wilcock.

Organization is good but in my opinion it is the smallest thing in the Church," said the Rev. C. Younger-Lewis, who preached the induction sermon, and struck a note of optimism appropriate to a church commencing the task of building up its organization. He asked the congregation to look upon their work as a great adventure and to take from the crusaders of old one quality, at least, that of fearlessness in showing the principles for which they were fighting.

Dr. Ross took the congregation through the steps leading up to the formation of the present church organization and its linking up with the Robert Campbell Memorial Church in Notre Dame de Grace. Addressing the newly-inducted minister he commended him upon his record, not only in the church but in the military service during the Great War, and drew his attention to the words of the Apostle Paul when he told of the opportunities offered in his work of reorganization of his new charges. Principal Fraser, in his address to the congregation, turned the

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