

POLITICAL RUMORS

A few days ago an apparently well authorized announcement was given out in Ottawa stating that the Prime Minister had made up his mind not to fill the vacancy created by the lamented death of Mr. W. C. Kennedy, Minister of Railways and that the Minister of Defence, Hon. George F. Graham, having nothing to do in his own department could take over the duties of Minister of Railways, the latter position being dominated now by Sir Henry Thornton.

Now comes the announcement that Mr. T. A. Crerar, formerly leader of the Progressives, was going to be offered the Ministry of Railways. Just who made up the Prime Ministers' mind in this opposite direction from his own original conclusion is not and probably will not be made public.

The two rumors are probably correct. The first, from the economic point of view would have been a popular move. Everybody believes in economy and when a leading politician discovers some peg upon which he can hang an economic policy he considers himself fortunate. Mr. MacKenzie King in this case, as in many previous ones announced his good intentions before the opinion-forming part of the cabinet had been consulted. The Prime Minister proposed that the power that rules the cabinet be disposed and Mr. King's plan, like his tariff policy and his Liberal platform of 1919 went by the board.

It would be a good stroke of business to get Mr. Crerar into the Cabinet. Although not the persona grata with the Progressives that he was before he began to flirt with his old love, the Liberal Party, his name would give the Progressive faction in the Progressive Party and, beside, he is regarded as a man of considerable ability, qualification which appeals strongly at present as it is rather conspicuously absent in the cabinet as it stands.

Mr. Crerar is at present the president of the Grain Growers and it is claimed that in his stand on the Crown Nest Pass question he saved the western farmers some \$30,000,000 which the farmers of the middle west and the East have had added to their railway burdens. Be his as it may his addition to the Cabinet is regarded as something worth striving for and we may depend upon it he will be taken in if he can get in.

THE RAILWAY HOLDUP

While the recent snowstorms were admittedly very severe and some detention of trains was to be expected, there is no doubt that the greater part of the trouble was caused by inadequate rolling stock. The frequent or rather the almost continuous hold ups of the past two weeks has been almost ruinous to the province and the injury could have been very much lessened had heavier and more powerful engines been used. During the weeks blockade which preceded the present one, two fairly large engines were brought over from Moncton which succeeded in opening the road to Charlottetown, but they were immediately returned to Moncton and

the road has again been blocked since last Thursday with only half strength engines to cope with the difficulty. A move, an insistent move, should be made to have some of these heavier engines remain here. If the winter is to run its regular course the worst is yet to come and if nothing better than the present equipment is available the prospect is an exceedingly unpleasant one.

RELAXATION

For those in attendance, the Farmers' Parliament was a more or less strenuous time. Questions requiring knowledge, study and judgment were discussed and all present were interested. Yet there were moments, perhaps minutes of relaxation. Jokes and repartee found their way into the most serious of the discussions giving time for needed relaxation. Many of those present found themselves stormstruck and obliged to remain over the week end instead of returning home on Saturday as they had intended. They all accepted the situation philosophically and made the best of it, turning the enforced detention into an enjoyable holiday.

The question of fertilizer came up for discussion at an off meeting and a number of opinions were expressed as to the relative merits of various ingredients. Chemical fertilizer as compared with barn-yard manure, fish offal, swamp mud and mussel mud were discussed and examples were cited as to results obtained by the supporters and advocates of each. A farmer from a district not many miles from Montague told a story by way of illustrating a point. A relative of his came from England some time ago, he said, to visit the family. He was an inveterate fisherman. One day in the Spring he went fishing and brought home so large a bag that a considerable surplus remained after the family requirements had been provided for. Rather than waste the fish he proposed that they be cut up and a section an inch or two in length be deposited along with each potato set, potatoes and eels were planted at the time. This was done, the potatoes and eels were planted together, "and do you know," he added, those potatoes were all up next morning!" It was an amazing story and some doubt was expressed as to his veracity. "Well, how do you account for it?" he was asked. "Why," he replied, "the cat brought them up!" The explanation re-established his reputation for truthfulness.

Some discussion on the relative merits of the different varieties of potatoes elicited this illustration: A city lady who believed that no potato could rival the old Prince Edward Island Chenango or blue potato, arranged with a farmer to bring her winter's supply of her favorite tuber. They were brought and paid for, but some time later, the lady met the farmer and complained to him that the potatoes were not Chenangoes. He maintained they were, she as stoutly maintained that they were not, giving as proof that they had no blue streak running through them, a characteristic never wanting in the pure bred Chenango. He admitted that they used to have the blue streak, but they stopped putting it in during the war on account of the scarcity of dye. The lady was convinced.

With these and many better stories the visitors whiled away the between time intervals at some of the meetings but more eloquently and more voluminously during the weary hours of waiting for trains to take them home, but which did not come.

DOES YOUR MOUTH REALLY WATER?

Yes. Your mouth really does water at the sight of food. Good Dame Nature has so arranged it so that she is always just a little ahead of your needs, and so at the very sight of food the saliva in the mouth begins to get ready for the food. Another wonderful thing is now known to physiologists. Until recently all text books stated that not until food entered the stomach was any gastric or stomach juice manufactured.

They have now found out that the very sight of food not only starts the flow of saliva, starts also the flow of gastric juice so that it can now be really stated that the stomach waters also. Just think for a moment what this means. Simply that the eye, the brain really perceives the snowy tablecloth, the clean table, the immaculate cutlery, and anticipation does the rest. I just wish I could tip off the young bride as to the importance of having the food, table and glassware all spick and span.

You see the cooking need be only fair is she can induce a flow of saliva and gastric juice by the above methods. You may remember that at some time you have regretted entering a certain restaurant when you discovered the condition of the tablecloth and table settings. Hunger has departed from many a man because of unclean table-cloth, dishes and glassware. It's worth thinking about, isn't it?

Notes By The Way

Charlotte Sophia, daughter of the Duke of Mecklenburg-Strelitz, was married to George the Third, King of England, in 1761. The only particular point of local interest in this fact that we can think of in this history of the case. In 1896 when Sir Wilfrid attained power Canada had no railway difficulty whatever. The C. P. R., Grand Trunk and the Colonization were meeting our transportation requirements very well, giving good and cheap services. The Canadian Northern had its beginning that year in a can be taken up further and access to the Grand Trunk and went to Ottawa for aid. The Government said "we will build a line from Moncton to Winnipeg and will rent it to you at a rental of 3 per cent of the cost, giving you seven years free of rent to start with, the Grand Trunk to provide from Winnipeg to the Pacific Coast with the Government giving certain guarantees as aid. Here is where that \$13,000,000 comes in. Sir Wilfrid went with a calculation down to the possible cash liability involved. The actual cost would be, they said only the interest on the cost of the line from Moncton to Winnipeg up to the time the Grand Trunk would take it over and begin to pay the rent which would be all it would cost the country. That part of the line was called the Transcontinental. The other part, the Grand Trunk Pacific.

Otherwise all that we know of Queen Charlotte was much in her favor. She had her troubles and trials in common with other married ladies of her time and some that were outside of the common. In 1788, when they had been married 27 years, the King became mentally unbalanced and a regent had to be appointed to carry on his official business, and again in 1811 his malady returned and persisted for a prolonged period. During much of her time of domestic troubles England was at war with France and other countries. Thirteen British Colonies in America revolted, the French Revolution came on, the Great Napoleon arose and conquered half of Europe.

In 1805 Lord Nelson destroyed the French fleet at Trafalgar, and ten years later Wellington defeated Napoleon at Waterloo, after which the later was banished to St. Helena. All this and much more happened in Queen Charlotte's time and while she was raising that large family of boys and girls. And through it all she was a good wife and mother and greatly beloved by her people. She well deserved to have a city named in her honor. But why did they call it a town? and Charlotte town?

Be it known that our Island Metropolis is a Capital City. It has been a capital for 150 years. Neither Fredericton, Ottawa, Toronto, Winnipeg, Regina, Calgary, or Victoria, no, not Washington itself, can boast such capitalian age, most of them not having held the name or dignity of capitals for half so long. Why should we be compelled to write Charlottetown, Prince Edward Island every time we date a letter? Does not everybody know that this is a city and that every city is some sort of a town also? Obviously our city might well have been called Charlotte. Just one word of nine letters. Oh town as some people write it for brevity is an abomination.

Speaking of names and of names that are too long and might well be abbreviated, we may remark that our Island never had a prettier or more poetic one than that by which it was known to its oldest family, the Micmacs. There is a love enchantment, on a summer

The Public Forum

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

Mr. J. J. Hughes And The Railways

Sir,—Mr. J. J. Hughes, M. P., in last Tuesday's Patriot makes another vain attempt at wriggling out of the difficulties in which he has placed himself before the public whilst trying to justify the Liberal Party's and his own record and to their and his responsibility for Canada's unfortunate railway problem. "Taxpayer" avoids abuse, and if Mr. Hughes thinks his offensive references to "Taxpayer" helps his case he is entitled to all the comfort that style of argument affords him. However, Mr. Hughes cannot help his style—it is the best he has.

THE ISSUES

There are three clear issues in the controversy: First,—Canada has a desperate railway difficulty to contend with. We have freight rates so high that the producers, particularly the farmers from Ocean to Ocean find the products of their toil so eaten up by transportation charges that they can scarcely now make a living, let alone a decent living, as a result and they are leaving the farm in thousands. Second,—We are to blame for this problem. "Taxpayer" says the Liberal Party with Mr. J. J. Hughes M. P., who is so very important a part of it. Third,—The Liberal Party being now in power and responsible for the men they have put in control of our railways is responsible for Sir Henry Thornton's action in opening the door to all railway empires becoming active politicians, in short, adopting a policy of allowing parties to have full play in a service numbering probably 100,000 people and who are working in Unions to obtain whatever they may demand, thus adding more and more to the difficulty of the situation.

Taking these three in their order the first—is admitted generally—Mr. Hughes cannot twist out of that. He is ingenious in evasion but that is beyond him. The second issue is a nightmare to Mr. Hughes. Let us follow the history of the case. In 1896 when Sir Wilfrid attained power Canada had no railway difficulty whatever. The C. P. R., Grand Trunk and the Colonization were meeting our transportation requirements very well, giving good and cheap services. The Canadian Northern had its beginning that year in a can be taken up further and access to the Grand Trunk and went to Ottawa for aid. The Government said "we will build a line from Moncton to Winnipeg and will rent it to you at a rental of 3 per cent of the cost, giving you seven years free of rent to start with, the Grand Trunk to provide from Winnipeg to the Pacific Coast with the Government giving certain guarantees as aid. Here is where that \$13,000,000 comes in. Sir Wilfrid went with a calculation down to the possible cash liability involved. The actual cost would be, they said only the interest on the cost of the line from Moncton to Winnipeg up to the time the Grand Trunk would take it over and begin to pay the rent which would be all it would cost the country. That part of the line was called the Transcontinental. The other part, the Grand Trunk Pacific.

Sir Wilfrid was told by the Opposition of Railways that the calculation was a piece of supreme folly. They contended it would fail through, and it did as we all know. The Grand Trunk refused to take over the Transcontinental and the Grand Trunk refused to operate the Grand Trunk Pacific. The cost of the whole outlay thus fell on the Government—as they were responsible to the creditors. Now then we find by the records that the cost of the line from Moncton to the Pacific was not only the \$13,000,000 of interest but the whole liability, amounting to \$500,000,000. If Sir Hughes gets the amount of the Railway department at Ottawa and publishes them.

I will return to this, with your permission tomorrow. I am, Sir, etc. TAXPAYER

liquid sweetness, of bird music in it and there is poetry in the thought which it suggests. "Resting on the wave." Perhaps some Indian lover coined the name as he met the dusky maiden of his choice in the forest shade. His first greeting, "Kull-gat-chees," was whispered tenderly while the birds sang in the tree-tops above them. "Give me your pretty little paw." "Give me your pretty little paw." was the English of it. Then they shook hands and sat down together.

Oh yes, they did shake hands. We had that picture from Ben Christmas, a converted Indian who lectured on Indian life and customs years ago across the Straits. And what would be more natural than that in some such scene of a love enchantment, on a summer

PRIZE ESSAY CONTEST

FOR THE SCHOOL GIRLS AND BOYS OF PRINCE EDWARD ISLAND

As recently intimated in the Newspapers, we are offering prizes to the pupils in the Schools of Charlottetown and Summerside, also to the pupils of all the other Towns and Districts on the Island.

We are prompted to do this for various reasons, some of which are as follows,—

- 1st. On account of the enormous increase in the Fire waste in Canada in recent years, including Prince Edward Island. The Fire Loss in Canada for 1922 was \$43,000,000, being an increase of 50% over 1921; in Prince Edward Island the Fire Loss in 1922 was over \$350,000, being an increase of over 60% compared with 1921. The Fire Loss Ratio, per capita, in Canada being the highest of any Country in the World. 227 deaths resulted due to Fire in Canada in 1922.
- 2nd. As a means of Education for Fire Prevention and protection, with a view to instilling care in the rising generation, and thus in the years to come reduce the tremendous and unnecessary loss of life and property, and ultimately reduce Fire Insurance rates; for after all the Fire Insurance Company is only a Medium for collecting and distributing the Fire Loss of the Country.
- 3rd. With a view of impressing the importance that Insurance bears to the Fire Hazard,—Credit is the foundation on which trade and commerce of the world is built, and Insurance is the keystone, the essential element which completes the structure, locks its members together and makes it safe and permanent. In the great conflagration in Northern Ontario last Fall, property to the value of over Eight Million Dollars was destroyed, including several important Towns and Ten Thousand People rendered homeless. It was ascertained that only about one-third of the value destroyed was covered by Insurance. That teaches the lesson of providing adequate insurance protection in strong Companies that have sufficient resources to meet any emergency.
- 4th. As a means of showing our Firm's appreciation of a generous patronage extended for upwards of fifty years to the Oldest Insurance Agency in the Province. In 1921 we introduced an Essay Contest on the "Benefits of Life Insurance," and it proved so successful that the Dominion Life Underwriters Association last year, adopted the scheme for the whole of Canada. We hope, therefore, that the present Contest will be equally successful in having the question of Fire Protection and Fire Prevention discussed in the Schools and Homes, and thus render a real service to the community in general. We invite the co-operation of parents and teachers.

In writing an Essay you would suggest to Town pupils that the following questions should be taken into consideration:—

Inspection of property, including Electric Wires; Enforcement of Building regulations; Adequate Water Supply, Fire Brigades and Fire Fighting Apparatus; Storage of Oils, Gasoline, etc.

We offer three Prizes to the pupils of Charlottetown Schools for the best Essays, as follows:

- 1st Prize, \$12.00
- 2nd Prize, 8.00
- 3rd Prize, 5.00

Subject — "Charlottetown — its Fire Hazards and their Remedy."

We offer three Prizes to the pupils of Summerside Schools for the best Essays, as follows:

- 1st Prize, \$12.00
- 2nd Prize, 8.00
- 3rd Prize, 5.00

Subject — "Summerside — its Fire Hazards and their Remedy."

The Essays will be judged by three well known independent persons, whose names will be announced later.

No Essays must exceed Two Thousand Words, and all Essays must be filed not later than the 25th March, 1923, enclosed in a sealed envelope marked "Essay Contest" and addressed to:—

HYNDMAN & CO., LTD.
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Daily Selections For Guardian Readers

From the W. S. Louson collection

DO YOUR BEST

This habit of always doing one's best enters into the very marrow of one's heart and character; it affects one's bearing, one's self-possession. The one who does everything to a finish has a feeling of serenity; he is not easily thrown off his balance; he has nothing to fear, and he can look the world in the face because he feels conscious that he has not put shoddy into anything, that he has had nothing to do with shams and that he has always done his level best. The sense of efficiency, of being master of one's craft, of being equal to any emergency; the consciousness of possessing the ability to do with superiority whatever one undertakes, will give soul satisfaction with a half-hearted, slipshod worked never knows. When a man feels throbbing within him the power to do what he undertakes as well as it can be possibly done, and all of his faculties say "Amen" to what he is doing, and give their unqualified approval to his efforts—that is happiness—Orison Swett Marden.

A PESSIMIST

"What's your definition of a pessimist?" "A pessimist is a man who would bring out a searchlight on a cloudy 2nd of February for fear the groundhog wouldn't see his shadow.—Washington Star.

His Wish Granted Goes to Kingston

SUDBURY, Jan. 27.—Matthew Leason was granted his wish for a term in Kingston Saturday morning when he appeared before Magistrate Brodie on a charge of escaping from Burwash. Leason was sentenced by Judge Denton in Toronto last week to two years less one day in Burwash on a charge of theft. He had not been in Burwash two days before he took a violent dislike to the place, and expressed a desire to be sent to Kingston. He was told that the Burwash authorities could not help him out in this respect, but that Magistrate Brodie, in Sudbury, might be able to send him to the penitentiary, so he effected a technical escape by starting to walk away from the jail farm. He was brought to Sudbury, and pleaded guilty, although as the matter of fact he had not left the confines of Burwash in his "escape." In police count he said that he was a victim of the morphine habit but did not think he could break himself out of it in Burwash, expressing a desire for the more solitary life of

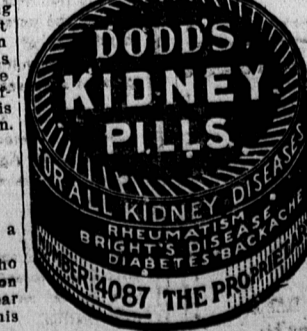
Former Kaiser sold one of his pictures for \$10,000 showing he is quite a picture star.

CAPITALIZE THE VALUE of your earning capacity.

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Kingston. Magistrate Brodie pointed out the difficulties lying in the way of passing penitentiary sentence on him for escaping from custody, as it meant that on his release from Kingston he would be brought back to Burwash to serve his unexpired term, and he was request was granted, and he was sentenced to two years in the penitentiary, and representations will be made to the authorities to see that he is not sent back to the jail farm on his release.

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