

THE CHARLOTTETOWN GUARDIAN

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

The GUARDIAN may be obtained from the following agents in Charlottetown: A. Brown, Stamp Vendor. Railway Bookstall. Maritime Stationers, Grafton Street. J. D. Taylor, Grafton Street. Carter & Co., Queen Street. J. P. Duffy, Queen Street. McDonald Drug Co., McDonald Street. M. A. Paquet, Souris. NEW YORK Schultz News Stand—S. E. Cor. 42nd Street & Broadway; 42nd Street, Opposite Grand Central Depot; N. E. Cor. 32nd St. & 6th Ave., (Opposite Gimbel Bros.) and Holdings News Stand. BOSTON M. A. Andleman. New York Representative—Ingram Powers, Inc. Chicago Representative—E. J. Power

WEDNESDAY, NOVEMBER 25, 1925

RULES OF THE ROAD

Military men tell us that horses are more easily trained in drill manoeuvres than men are. Those who have observed how quickly our horses accommodated themselves to the recently changed rules of the road and how awkwardly men and women act when meeting each other, on the sidewalk will be inclined to believe in the superiority of the horse.

The rule of the road for pedestrians on the sidewalk is to pass to the right. Looking at an ordinary crowd on our sidewalks it would appear as if not one in ten ever thought either of the rule or of the courtesy due to others. One, on seeing another coming, goes first to the right, then to the left and finally bumps into the on-comer. Some times both begin simultaneously to manoeuvre, neither knowing which way the other is going to take and this usually ends in a collision. Such meetings as these are only a demonstration of awkwardness and usually affect only the two persons concerned. There is a more serious cause of complaint, however, a cause which shows actual rudeness and discourtesy to others. This is when two and often three persons walking abreast take up the whole breadth of the sidewalk and decline to single file when meeting another or others, compelling the latter to either get off the sidewalk or to hold their own and come into collision with the offenders.

If all should make it a point, as our horses and autoists do, to keep on their own side of the walk and to always pass to the right, there would be no awkwardness or inconvenience. For those who go in couples or trios, retaining their solid formation regardless of the rights of others it is only a matter of either ignorance or ill-manners and can only be dealt with by strong and stern advice. Let us see to it that our occasional meetings are not made an exhibition either of awkwardness or want of respect for the rights of others.

DIDN'T BREAK HIS WORD

It has been charged by some wicked Conservatives that Premier King, in not asking for a dissolution of parliament after the recent defeat of his party and himself, violated one of the promises he made during the campaign. In urging upon the electors the necessity of strengthening the Liberal party in order to enable him to do some things for Canada which he had promised to do but could not on account of the numerical weakness of his party, he declared at several meetings that "if we have the same situation again that we had in the last four years I would again ask for dissolution until the situation was straightened out."

In the period referred to as "the last four years," Mr. King had at his back 117 Liberals and 65 Progressives whose support, he was able in cases of emergency to enlist in order to save him from defeat.

After the recent election he will have 99 Liberals and 27 Progressives. Whether the latter will be as dependable as their predecessors remains to be tried out. The point is that he has not "the same situation that we had the last four years." Of course, it is a much

worse situation but it is clear it is not "the same," so his pre-election declaration does not bind him to ask for a dissolution. We hate to be continually finding fault with Mr. King, particularly when everyone else is doing it. And we feel that some consideration is due him in this instance.

AGAINST THE SUBMARINE

The frightfulness of the Great War so shocked the civilized world that strenuous efforts are now being put forth not only to, as far as possible, put an end to war but to eliminate inhuman cruelty from war, should it again curse the world. The present movement to do away with the submarine is a step in this direction. Great Britain's position on the question is typically British and reasonable. It is clearly set forth in the pronouncement of the British delegation at the Washington Armament Conference which is as follows: "The British Empire delegation desires formally to place on record this opinion: that the use of submarines, whilst of small value for defensive purposes, leads inevitably to acts which are inconsistent with the laws of war and the dictates of humanity, and the delegation desires that united action should be taken by all nations to forbid their maintenance, construction or employment."

Public sentiment both in Great Britain and the United States is growing stronger day by day against the submarine. Recollection of its horrors will never be obliterated, for, with all the cruelties of the war nothing was more devilishly inhuman than the submarine. War at best is cruel but the German idea of frightfulness was more than civilized humanity could tolerate. Yet even out of the frightfulness and the awful remembrance of it peace may yet come to the earth.

EDITORIAL NOTES

Great weather, ain't it what?

The safety zones at the street crossings need a little more white wash.

If Canada is to prosper she must grow her own products and manufacture her own goods with her own people.

It has been suggested that the intersection of Elm Avenue and Euston Street be fenced off to prevent auto accidents.

There is now good reason to hope that all the potatoes intended for fall shipment will get away before winter sets in. Quite large quantities are being held for Spring shipment in the belief that higher prices will then be available. Whether Mr. Mackenzie King declines to run for one of the seats offered him in the House of Commons through fear of being beaten again or from a sense of duty, as his claims, is not very clear. Just why he should wait till parliament decides which group, if either, is the rule, is also lacking in clarity as well as in consistency. Meanwhile, duty or fear notwithstanding, he is Prime Minister of Canada and presumably drawing his salary of \$15,000.

Notes By The Way

Fifteen Liberals and six Progressives were elected to Parliament on October 29 in Saskatchewan. The twenty-one seats allotted to the Province are thus all filled by one or other of the two parties named. One of the constituencies which elected a Progressive member was Mackenzie. Since the election the executive of the Mackenzie Progressive Association have been considering which party their members should support in Parliament when it meets. As the result of their deliberations the members of the executive aforesaid adopted two Resolutions, which were preface some nine Whereases. The latter may be summarized as below:

"Whereas the election gave no party a majority but left a situation which affords a great opportunity along with a great responsibility; and whereas a survey of the two old parties reveals the fact that in spite of their traditional attitude towards the tariff, the majority of the Liberals just elected represent the highest protectionist section of Canada, and a large number of Conservatives represent the more moderate low tariff sections; and whereas the great underlying principle of the Progressives is independence, and whereas Liberals cannot now be expected to appreciably lower the tariff, nor can Conservatives be expected to raise it, thus practically disposing of the tariff question for the present...

"Therefore be it resolved that in the opinion of this executive the Progressive group should without losing its identity, co-operate in a fair way with the party which in their opinion can best carry on the Government, and further— "Whereas the Hudson Bay Railway has been promised to the West by both old parties, and while in Western Canada, notwithstanding our differences of opinion on some matters are a unit in our demand for the railway, we believe there should be no co-operation with either party to carry on the Government unless that party is prepared to fulfil their promises by the immediate construction of the road."

The resolutions above recited, although adopted by the Progressive executive in a single riding, are believed to express the opinions and intentions of the Progressive members elect from both Manitoba and Saskatchewan. They insist upon the immediate completion of the Hudson Bay Railway with its costly terminal equipment as the price of their support to either of the old parties. The people of Alberta care less about the Hudson Bay outlet as they export their

(Continued on Page 5)

Daily Selections FOR Guardian Readers

November 25, 1925. A LOVE FEAST:—Better is a dinner of herbs where love is, than a stalled ox and hatred therewith. Proverbs 15: 17.

PRAYER:—May nothing, our God, be ever done by us, save in love to Thee and to our fellowmen.

HE WANTS TO BE LIKE HIS DAD

Well, what are you going to be, my boy. When you have reached manhood's years; A doctor, a lawyer, or actor great. Thro'ngs moving to laughter and tears?

He wants to be like his dad. You men, Did you ever think as you pause, That the boy who watches your every move

Is building a set of laws? He's moulding a life you're the model for. And whether it's good or bad, Depends on the kind of example set.

To the boy who'd be like his dad, Would you have him go everywhere you go? Have him do just the things you do? And see everything that your eyes behold.

And who all the gods you woo? When you see the worship that shines in the eyes Of your lovable little lad, Could you rest content if he gets his wish.

And grows to be like his dad? It's a job that none but yourself can fill: It's a charge you must answer for; It's a duty to show him the road to tread.

Ere he reaches his manhood's door, It's a debt you owe for the greatest joy On this old earth to be had; The pleasure of having a boy to raise.

Who wants to be like his dad!

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 of correspondents.

INFORMATION WANTED

Sir—As it is within your power as an editor to do a great deal regarding the following points, I submit these for your publication: 1. Several years ago it was a practice in the theatres here at the conclusion of a picture to show the King and to play "God Save the King" at the same time. Why has this been discontinued? It cannot be that the people do not wish for this practise, for the great number of flags at half-mast yesterday in honor of Her deceased Majesty would seem to show this. Then who or what is the cause? 2. Has any reward been offered to be made in the form of medal, to the boy who assisted so bravely by courageous swimming in saving the girls who were with the late Wilfred Garham at the time of the very sad accident at Westville. I am Sir, etc.

AN INQUIRING ELECTOR

Queens County, Nov. 21st, 1925.

THE FERRY AND ITS SERVICE

Sir—Some years ago I opposed building a second ferry steamer, and gave my reasons for doing so, and the people can judge for themselves, if the reasons I gave have proven to be correct, but Mr. Hyndman has gone to a lot of trouble to give the impression that I have done so again this Fall, this I deny.

A DANIEL COME TO JUDGMENT!

Sir—A "Voter," writing for The Patriot maintains that we pay the duties imposed on imports from the States, and instances fruits from California. Yet he agrees with the Patriot that we also pay the duty on the potatoes, etc., that we may occasionally—when they are scarce there—be enabled to sell in the United States. For the United States it is according to A "Voter," a case of "heads I win; tails you lose." The Canadian consumer, it appears, pays the duty imposed by Canada on things imported from the States; and the Canadian farmer (or trader) pays the duties imposed by the United States on such few things as he can sell there.

Well, that is a condition so eminently satisfactory and pleasing to Uncle Sam that he is not likely to change it, but, evidently, from the Canadian point of view it is a very bad one. We may say that the shrewd and sharp traders of the United States will do nothing on our behalf to correct it; and it is equally evident that the policy of Mr. Mackenzie King will if pressed, make the condition worse instead of better. If the Canadian duty should be still further lowered to a revenue basis, as he says it ought to be, we shall of course buy more and more things from the United States; and the United States will continue to make us pay the duties imposed by the States on the few things they may, from time to time, have to buy from us. The bad one-sided condition which now prevails would, in that case be made worse, instead of better.

Ought not we, as reasonable Canadians, anxious to promote the prosperity of our own country, to abolish this one-sided condition—the condition in which whether we buy from the States or sell to the States, we pay the duties—the taxes—that are imposed alike on Canada and the United States. Suppose we follow the example of the United States; suppose we protect ourselves and buy nothing from the States but things that we can't do without—won't the condition be so much the better for our fruit growers in British Columbia and Nova Scotia, for our factory men all the country, for our farmers who will feed the factorymen in the country, and supply outside markets as they do now? The United States are rich beyond the dreams of avarice. Is it not likely that Canada would also prosper by following the example of its prosperous neighbor; or if its power any of the duties so in reciprocity with other members of our world-wide Empire. I hope "Voter" will carefully consider this matter before the next Dominion Election. I am, Sir, etc.

ANOTHER VOTER

WHO PAYS THE DUTY?

Sir,—Though the editor of the Patriot has not deigned to answer my question: "Who pays the duty?" he has permitted one of his correspondents to do so; and that correspondent shows that it is the Canadian farmer here who pays the duty on potatoes shipped to the United States. If on potatoes, I presume, the farmer here also pays the duty on eggs, butter and other things shipped from P. E. Island into the United States. Then wasn't Mr. Mackenzie King all wrong when he told the electors in Charlottetown, or left it to be inferred, that they would be taxed so much the more, if the Protective duties imposed by the Parliament of Canada should be raised? Didn't we hear him say that "Protection is Taxation" and isn't that a lie in so far as the protected people are concerned? I thank the Patriot's correspondent for admitting the fact, and explaining how it is the fact; and I trust that the headlines of the Patriot will not in future scare people about the danger of "High Protection" in Canada. If Protection taxes the foreigners why should we care? But I note that the Patriot's correspondent declares this to be an "eye opener" for our farmers—and especially those who voted to defeat the Reciprocity Agreement of 1911. Now, I should like to be informed a little concerning the effects of that Reciprocity Agreement—even though we are never again to have the question submitted to us. Didn't ex-President Taft recommend it to the people of the United States, on the ground that it would make Canada an "adjunct of the United States?" Is it not clear that if we went on shipping our raw products of the forest, the mine and the field into the United States and purchasing their manufactured goods, building up their factories and reducing the number of our own that the words of Mr. Taft would, within a measurable distance of time, be found to be absolutely true? Would not Reciprocity with the States have been alike destructive of Canada's manufacturing industries, and grossly unfair to the farmers of the United States—so unfair, indeed, that it would not be permitted to continue? Is it not a fact that at the very next election the people of the United States voted out the Reciprocity Government of the States and had enacted the Fordney tariff, after which there was a boom in the great Republic and a notable exodus from Canada? Is it not true that the Rev. Mr. Daggert, when a patient in hospital at Saranac had his eyes opened to the "true inwardness" of the Reciprocity Pact of 1911,—the prospect of "Annexation?" I am, Sir, etc.

THE SERVICE WE OFFER

Reflects credit upon our profession. G. D. WRIGHT, MORTICIAN, CHARLOTTETOWN. AUTO-AMBULANCE. THE VERY BEST PICKARDS COAL, CHARLOTTETOWN. HARD AND SOFT COAL. We can supply the best in Coal, Coke and Wood, at the lowest prices. A. Pickard & Co. PHONE 240.

Safety Razor Sale

Genuine Gillette Razors and Blades at bargain prices. GOLD PLATED College Style 84 cts. GOLD PLATED Debutante Style 84 cts. SILVER PLATED Liberty Style 75 cts. SEE OUR WINDOW. We will mail these to any address requested. THE 2 MACS Drugstore. 149 Great George Street.

Chooses Freedom And Loses \$25,000

CHICAGO, Nov. 23.—If Mrs. Gladys M. Vogt, formerly Juanita

That Body of Yours. By James W. Barton, M.D. METHODS OF HEALING.

Physicians are often asked the question as to why there are so many forms of healing today, aside from the regular or recognized profession.

Your family doctor will remind you that practically all the advances in preventive medicine, and in the actual cure of formerly incurable ailments, are the results of the work of the regular school of medicine. This knowledge has not only increased the life span of man, but has prevented untold suffering and misery.

And yet why do these other methods of healing get a footing in a community, when the above are the true facts?

Simply because a man or woman suffering with a real or an "imaginary" ailment so called, is fortunately for himself or herself, always "hoping" to find some one who can help them.

And if there is one thing that those not in the regular profession abound in, it is the "hope," the "courage," they often instill into their patients.

A patient who has been everywhere, and seen everybody in the regular profession, only to be told that there is no organic trouble, finally consults one of these other practitioners.

With a full history of the case, and thus equipped with the findings of the regular physicians, he feels fully justified in going ahead with his form of healing. This may be along the lines of osteopathy, chiropractic, or even some form of faith healing.

Knowing that the patient was disappointed by all his previous examinations and treatment, he endeavors in every possible way to encourage the patient, to increase his "hopefulness."

With what result? He gets the patient to take an interest in life; his eating and sleeping improve, and he is often greatly benefited.

Sometimes these healers during the treatments are able to get the confidence of the patient to an even greater extent than the regular practitioner, and are able therefore to give helpful advice.

The explanation of so many schools of healing is not because the regular schools haven't advanced, but because the regular physician too often is looking for some physical defect, and if there isn't one, then he is not interested any longer.

A few minutes in trying to heal the mind of these cases, would not hurt the standing of the regular profession.

A second boat or even make a trip of the present one to accommodate two or three passengers.

Before Mr. Hyndman commits himself too far with the C. P. R. I would suggest that he find out from the people of the Valley just what they think of the service they get. The time table shows they get one train a day and another three times a week, is this superior to what we get from the C. N. R.

The latest information he has given out in connection with his unpatriotic suggestion that the business of the Island should be divided up with this money making concern, is that he knew all the time that the C. P. R. only intended to operate here during the Summer months, when conditions were favorable for them to make a good thing out of it, in other words he proposes that we should milk the Province, give the cream to the private owned road and pass along the skim milk to the C. N. R. to take care of the winter service, when it will not pay the C. P. R. and still he fancies himself working in the interests of the public and that he is talking in the name of the Boards of Trade and shippers, and in his enthusiasm he says:—"What would the result be in five years time, if we had adequate ferry service and Summer hotels, OPERATED BY THE C. P. R."

Not being a prophet, there is no knowing what might happen, but the C. P. R. has been operating in N. B. for years, has a large Summer Hotel at St. Andrews and a large farm near Fredericton Junction where they grow and produce everything they need in this part of the country, she has also been in N. S. for more than five years and has two different tourist camps there, but I have never heard that either of these two Provinces have prospered to such an extent that they are ahead of their dear little Island of ours, which has always got along without the aid of the C. P. R. and through passenger coaches.

Mr. Hyndman is confusing the "SHIP" with the "SERVICE" while any boy knows the difference.

The ship may only be asked to make a single trip a day, and the Service MAY BE MOST INADEQUATE, but that has no relation to the ADEQUACY of the SHIP neither has the SERVICE PERFORMED any bearing on the resolution: "WHEREAS THE PRESENT CAR FERRY STEAMER IS INSUFFICIENT DURING THE FALL MONTHS FOR THE HANDLING OF THE INCREASED TRAFFIC."

"If we could only see ourselves as others see us," what a muffer it would be at times, says:—"The Boards of Trade and the public generally feel that Captain Read has gone out of his way, a little too far IN MEDDLING WITH MATTERS OF THIS KIND."

Now I am going to ask him. If you served my time as an Importer and Exporter of Island produce, and who made the present Car Ferry possible, by demonstrating the feasibility of this route, with the "MINTO" between Summerside and Tormentine, before any Government could promise it and who has since made the route a success after it had been condemned, am to be called a MEDDLER when I give my views on a matter that I know more about than any man on the Island, what in the name of goodness must these same people think of anyone who poses as an authority "ON MATTERS OF THIS KIND," who has NEVER BEEN ANY OF THESE THINGS?

Further than that he says:—"Captain Read is officially employed to navigate and operate the Car Ferry, and the Boards of Trade and shippers of this Province, content that when he is requested by his Department AND the public for an opinion on the adequacy or inadequacy of our transportation service it would be quite sufficient for him to deal with it when such a request is made."

You will note he even makes it compulsory that it be a joint request of the Department and the public before I be allowed to speak and that I cannot even advise my own Department without HIS CONSENT.

If Mr. Hyndman is honest and is speaking for the Boards of Trade, and the shippers, let him come out in man fashion and give the names of those Boards of Trade and shippers for whom he speaks, because I know several of the former and hundreds of the latter who have expressed different views on these matters.

The next thing we know he will be questioning my right to vote, I respectfully ask him, Why I should be treated as a child "TO BE SEEN AND NOT HEARD."

Is it because during the war I acted the part of a man and carried to a successful conclusion every thing the Government asked of me?

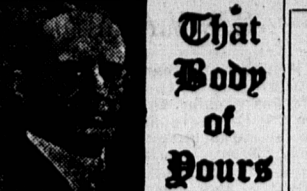
Is it because I refused to accept double my present pay to go with a New York Corporation, the first winter I was on the Ferry, simply because I wanted to make a success of this Ferry?

Or because I have gone for over eighty hours without rest or sleep to keep up the service that we have had?

If Mr. Hyndman thinks I have lost the right of citizenship in this Province or that I have to get him to do my thinking for me, then he has another thing coming to him. True I am employed as Master of the "P. E. L." and when I fall to give the country the service expected of me or neglect my duty, THEN AND NOT TILL THEN will I admit the right of any man or any Board of Trade to dictate to me where and when I will speak.

If Mr. Hyndman and his Traffic Expert, wishes to discuss any of these matters with me before the Associated Boards of Trade and the Farmers Institutes all he has to do is name the date and give me permission to speak and I will be willing to let the PEOPLE present decide what is best for the Province. Meeting to be held in Summerside before the roads break up, so as not to interfere with my work.

I am, Sir, etc. JOHN L. READ, Borden, Nov. 21st, 1925.



By James W. Barton, M.D. METHODS OF HEALING.

Physicians are often asked the question as to why there are so many forms of healing today, aside from the regular or recognized profession.

Your family doctor will remind you that practically all the advances in preventive medicine, and in the actual cure of formerly incurable ailments, are the results of the work of the regular school of medicine. This knowledge has not only increased the life span of man, but has prevented untold suffering and misery.

And yet why do these other methods of healing get a footing in a community, when the above are the true facts?

Simply because a man or woman suffering with a real or an "imaginary" ailment so called, is fortunately for himself or herself, always "hoping" to find some one who can help them.

And if there is one thing that those not in the regular profession abound in, it is the "hope," the "courage," they often instill into their patients.

A patient who has been everywhere, and seen everybody in the regular profession, only to be told that there is no organic trouble, finally consults one of these other practitioners.

With a full history of the case, and thus equipped with the findings of the regular physicians, he feels fully justified in going ahead with his form of healing. This may be along the lines of osteopathy, chiropractic, or even some form of faith healing.

Knowing that the patient was disappointed by all his previous examinations and treatment, he endeavors in every possible way to encourage the patient, to increase his "hopefulness."

With what result? He gets the patient to take an interest in life; his eating and sleeping improve, and he is often greatly benefited.

Sometimes these healers during the treatments are able to get the confidence of the patient to an even greater extent than the regular practitioner, and are able therefore to give helpful advice.

The explanation of so many schools of healing is not because the regular schools haven't advanced, but because the regular physician too often is looking for some physical defect, and if there isn't one, then he is not interested any longer.

A few minutes in trying to heal the mind of these cases, would not hurt the standing of the regular profession.

A second boat or even make a trip of the present one to accommodate two or three passengers.

Before Mr. Hyndman commits himself too far with the C. P. R. I would suggest that he find out from the people of the Valley just what they think of the service they get. The time table shows they get one train a day and another three times a week, is this superior to what we get from the C. N. R.

The latest information he has given out in connection with his unpatriotic suggestion that the business of the Island should be divided up with this money making concern, is that he knew all the time that the C. P. R. only intended to operate here during the Summer months, when conditions were favorable for them to make a good thing out of it, in other words he proposes that we should milk the Province, give the cream to the private owned road and pass along the skim milk to the C. N. R. to take care of the winter service, when it will not pay the C. P. R. and still he fancies himself working in the interests of the public and that he is talking in the name of the Boards of Trade and shippers, and in his enthusiasm he says:—"What would the result be in five years time, if we had adequate ferry service and Summer hotels, OPERATED BY THE C. P. R."

Not being a prophet, there is no knowing what might happen, but the C. P. R. has been operating in N. B. for years, has a large Summer Hotel at St. Andrews and a large farm near Fredericton Junction where they grow and produce everything they need in this part of the country, she has also been in N. S. for more than five years and has two different tourist camps there, but I have never heard that either of these two Provinces have prospered to such an extent that they are ahead of their dear little Island of ours, which has always got along without the aid of the C. P. R. and through passenger coaches.

Mr. Hyndman is confusing the "SHIP" with the "SERVICE" while any boy knows the difference.

The ship may only be asked to make a single trip a day, and the Service MAY BE MOST INADEQUATE, but that has no relation to the ADEQUACY of the SHIP neither has the SERVICE PERFORMED any bearing on the resolution: "WHEREAS THE PRESENT CAR FERRY STEAMER IS INSUFFICIENT DURING THE FALL MONTHS FOR THE HANDLING OF THE INCREASED TRAFFIC."

"If we could only see ourselves as others see us," what a muffer it would be at times, says:—"The Boards of Trade and the public generally feel that Captain Read has gone out of his way, a little too far IN MEDDLING WITH MATTERS OF THIS KIND."

Now I am going to ask him. If you served my time as an Importer and Exporter of Island produce, and who made the present Car Ferry possible, by demonstrating the feasibility of this route, with the "MINTO" between Summerside and Tormentine, before any Government could promise it and who has since made the route a success after it had been condemned, am to be called a MEDDLER when I give my views on a matter that I know more about than any man on the Island, what in the name of goodness must these same people think of anyone who poses as an authority "ON MATTERS OF THIS KIND," who has NEVER BEEN ANY OF THESE THINGS?

Further than that he says:—"Captain Read is officially employed to navigate and operate the Car Ferry, and the Boards of Trade and shippers of this Province, content that when he is requested by his Department AND the public for an opinion on the adequacy or inadequacy of our transportation service it would be quite sufficient for him to deal with it when such a request is made."

You will note he even makes it compulsory that it be a joint request of the Department and the public before I be allowed to speak and that I cannot even advise my own Department without HIS CONSENT.

If Mr. Hyndman is honest and is speaking for the Boards of Trade, and the shippers, let him come out in man fashion and give the names of those Boards of Trade and shippers for whom he speaks, because I know several of the former and hundreds of the latter who have expressed different views on these matters.

The next thing we know he will be questioning my right to vote, I respectfully ask him, Why I should be treated as a child "TO BE SEEN AND NOT HEARD."

Is it because during the war I acted the part of a man and carried to a successful conclusion every thing the Government asked of me?

Is it because I refused to accept double my present pay to go with a New York Corporation, the first winter I was on the Ferry, simply because I wanted to make a success of this Ferry?

Or because I have gone for over eighty hours without rest or sleep to keep up the service that we have had?

If Mr. Hyndman thinks I have lost the right of citizenship in this Province or that I have to get him to do my thinking for me, then he has another thing coming to him. True I am employed as Master of the "P. E. L." and when I fall to give the country the service expected of me or neglect my duty, THEN AND NOT TILL THEN will I admit the right of any man or any Board of Trade to dictate to me where and when I will speak.

Advertisement for THE EASTERN TRUST COMPANY, featuring a portrait of a man and text about trust services.

Advertisement for G.D. WRIGHT, MORTICIAN, CHARLOTTETOWN, AUTO-AMBULANCE.

Advertisement for PICKARDS COAL, CHARLOTTETOWN, HARD AND SOFT COAL.

Advertisement for A. Pickard & Co, PHONE 240.

Advertisement for Safety Razor Sale, Genuine Gillette Razors and Blades at bargain prices.

Advertisement for THE 2 MACS Drugstore, 149 Great George Street.

Advertisement for DODD'S KIDNEY PILLS, ALL KIDNEY DISEASES.