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Daily Selections FOR Guardian Readers

From the W. S. Louson collection.

ENVY NOT THE RICH

Envy not the rich. Wealth does not spell happiness. Many a poor cottage is fifty times more home than a big mansion, where the rooms are full of treasure but the heart is empty of love.

Just to be tender, just to be true; just to be kind the whole day through; just to be merciful, just to be mild;

Just to be trustful as a child; just to be gentle and kind and sweet; just to be helpful with willing feet; just to be cheery when things go wrong; just to drive sadness away with a song; whether the hour is dark or bright; just to be loyal to God and right.

STARTS MOTORING AT AGE OF 84

SMITHS FALLS, June 5—James Brennan of Merrickville, who at the age of 84 years has purchased an automobile to be driven by himself is believed to be the oldest motorist in Eastern Ontario except those who bought years ago and grew old with the car. Mr. Brennan, who is by trade a machinist, has been employed for 63 years in the same establishment in Merrickville.

THE CHARLOTTETOWN GUARDIAN

W. Chester L. McLure, President. J. H. Burnett, Editor and Publisher. D. K. Currie, Associate Editor

THURSDAY, JUNE 7, 1923

OUR WOMEN VOTERS

Although the ladies' political clubs are well organized, well officered and well maintained there are still many women who have not yet taken their new responsibilities seriously. Many women in city and country have not yet associated themselves with either organization and are taking but little interest in political affairs. In time, no doubt, they will become more interested. The inherited habits of generations are not easily overcome and women whose mothers and grandmothers had left the affairs of the state to their husbands and brothers are slow to take these matters into their own hands. Yet the change has already begun. For a number of years past women have been leaders in our churches; today they are the pillars of the church. For years their influence has been the mainstay of our schools and recently through their institutes and other organizations they have been able to do much more good by active participation on trustee boards and otherwise. Their strength and their influence have always been exerted for good.

In the political world there is still larger room for women as it embraces many of the activities in which they have already shone, the school, the community life, the social life and even the church, which is not always a total stranger to political influences.

The women's influence in politics will be to purify it. In the presence of good women the politician who depends upon pre-election promises for support will find himself in an uncongenial atmosphere when he faces women electors for, instinctively, men will not as readily lie to women as to men.

We hope much from the influence of women in our political life and we trust that in the coming election they will assume their full responsibility and take their full share in the campaign. They may be bound by ties of blood or other relationships to partisan dyed-in-the-wool politicians who place party above every other consideration and the bonds may not be easily severed, yet the responsibility attached to the franchise is a sacred one and we feel assured that our women will regard it as such. A few good women in our legislature, a few present at our political meetings during a campaign would undoubtedly exercise a salutary effect upon our deliberations and we hope to see ere long some of our best women take their places both in the legislature and on our platform. There is not a constituency in the province today which has not one or more women who could fitly and efficiently represent it in our provincial or even our federal parliament. There are still some conventions to be held and it is not too late to nominate some of our women. The honour of being the first woman representative in the province is yet in store and its

importance should not be overlooked.

PREPARATION

Although the Bell government is reluctant to name the date on which it is to make the plunge in a vague sort of way that the plunge must be made shortly and is making such preparation for it as can be made.

We understand that the Hon. the Commissioner of Public Works whose hold on the banks of the West River at Bonshaw is slipping, spent the King's birthday holiday in his old constituency. He was accompanied by one of the government engineers. During their perambulations over the constituency it appears they discovered a hill on the road between Bonshaw and Argyle which might be circumvented by acquiring a right of way through private property. This private property, it was surmised, could be acquired in a political emergency and for a political price and forthwith the new road became a political possibility. The new road was charted, numerous stakes driven, men employed to do the cutting and the turn-piking and everything was "set" for the coming election.

The hill to be thus circumvented is a bad one; it was there long before the Hon. the Commissioner of Public Works was born; there long before the last election, but the necessity of avoiding it never became as urgent as on the eve of the coming election. The hill, ordinarily an ordinary hill on an ordinary road, seemed on this occasion to rear its head defiantly and to imperil all who approached it. It had never looked as menacing as when seen through the gathering mists of the coming election. It must be got rid of at once. This was the conclusion arrived at by the Hon. the Commissioner of Public Works and he said so before the electors whose curiosity induced them to follow him and his instrument-laden engineer. In order that those who were not privileged to be present could see that the new road was going to be opened stakes were driven to indicate the geographical change so that all might know that there is going to be something done before the Bell government goes out to solicit more support.

Naturally there are skeptics in Bonshaw. They had seen stakes driven for new roads before other elections, new roads that never were built; they had heard promises made before elections, promises that never were kept, and they are suspicious of this eleventh hour intention to circumnavigate a hill which has stood undisturbed for many generations. They will look for more than stakes and pre-election promises at this time; they will want to drive over the new road before they pin their faith to so belated a proposition.

More luxurious, easily makes more extensive journeys and carries from two to ten passengers great and small. The motor omnibus carries much larger numbers of course. Powerful engines using gasoline fuel enable the owner of a car to dispense with the useful horse and with the muscular effort required to propel a bicycle. Enormous factories backed by millions of capital are now engaged in the construction of motor cars, this being one of the most wonderful developments of successful manufacturing industry in recent years. A well known manufacturer of motor cars who was in very moderate circumstances a few years ago is now reputed to be the wealthiest man in the world.

Travel and transportation on both land and sea have undergone a vast development within a single lifetime, with many remarkable changes. The steam railways, whose mileage now extends several times the distances between the



By James W. Barber, M.P.

DO YOU GET THE BLUES?

Years ago we were taught that melancholia was a brain disease. That there was a severe mental disturbance, great depression, and a desire to commit suicide. It was then supposed to be due to lack of rich red blood in the brain. What is the idea about it now? That nearly all of the cases are due to the absorption of poisonous matter into the blood from the waste that should have been thrown out of the body.

Perhaps you know the symptoms, loss of appetite, coated tongue, offensive breath, and our old arch enemy constipation. The blood gets thin and there is usually a loss of weight. There are the mental delusions, fear and a desire to make away with oneself. Now why do I write about such a subject? Simply because that in these post war days when there is a tendency to depression in many of us, that we face this matter fairly and squarely. You say Oh, what's the use, this melancholy streak is in our family, and so I can't help it. There's no use in denying that heredity has its influence, because you can inherit a lazy liver and intestine all right.

Now what's the treatment? Well first get some interest in life. An interest that will take you outdoors, will help to occupy your mind. Take enough exercise or work outdoors that your body will just hunger for your food and your intestines will be stimulated to digest it, and to carry the waste matter completely out of the body. Also you will be so tired that sleep will come to you naturally and no drugs will be required. Do you see my point?

You will live the life your body was intended to live and with a mind occupied by something other than yourself, you will get better. Most cases get better anyway, so there should be a hundred per cent cured by persistent treatment.

earth and the moon, do many times the work formerly done by millions of horses, mules and camels in carrying passengers and merchandise. Every considerable city and many populous country districts are served by electric railway, as well as by automobiles, land horse-drawn vehicles. On the seas and rivers steamships and boats have almost completely ousted the old-time sailcraft and the motor boat on the water has become the counterpart of the motor car on land, especially for pleasurable outings, sport and recreation.

Midway of the history of the motor car and rapidly becoming its rival in peace and war, the aeroplane has come into use. The gasoline engine has already become a sharp competitor with the steam engine on land and sea and has extended its domain into the upper air, where the mighty steam engine with all its well-earned victories and trophies has not ventured to contest the palm of superiority. Man now flies by this most modern of all motive powers, above the clouds betimes, and higher, swifter and on longer continuous journeys than any bird, flight and across oceans, from across continents he takes his continent to continent. Like the aquatic birds, he soars upward from either the land or the water and alights upon the solid or the liquid element at will.

By rapid succession of improvements in construction of the airship and its engines, and by acquired skill in stabilising his craft, safety in navigating the air has been acquired comparable to that of the motor car. The comfort of air travel, as between London and Paris, or between Dover and Ostend is described as being equal to that of a pullman car, with the added joy of the panoramic view over sea and land such as can only be attained at a lofty elevation. Thousands now prefer the air route to that of the palatial Channel steamships and time is saved by the change. Georges Barbot, a French aviator, was recently noted in this column as having twice crossed the English Channel through the air at a fuel cost of only 60 cents. He is now in New York with his "air flivver," as it has been called and proposes to take a joy ride thence to Chicago at proportionately light cost for fuel.

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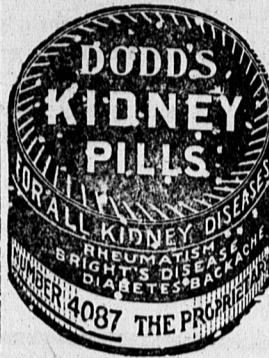
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S. A. McDONALD 145 Great Geo. Street

Will the aeroplane yet displace the motor car as that vehicle has displaced the horse carriage and the bicycle? That is a question we all do well to ponder over at election times! A small air flivver costs little more than an automobile, requires less fuel for the distance travelled and there are no speed limits in the sky! One hundred and sixty miles in an hour is moderate air flight. At that speed Summerside is within fifteen minutes of Charlottetown and Tignish three quarters of an hour from East Point. Best of all the air roadway, unlike the Bell government roads, really and truly costs no body anything either for construction or upkeep. It is also really permanent and will be there while the world stands. No floods can wash it away and it is never encumbered with snowdrifts. When the worst snowstorm is over the track is always clear.

Along the air roadway there are no hills to climb, no unsafe or unpainted bridges to cross, no crooked curves to steer around. If you know how to drive straight you go straight to your destination. Compare the air road with the Bell government roads which cost an average of \$1900 per mile and we know not how much more must be added for repairs and upkeep. The Bell crowd will tell you that twenty years hence the motor car fees will have paid off the road debt. A cock and bull story! What will the motor fees amount to in a few years if, perchance the motor cars have gone the way of the bicycle? It costs something to buy and run a motor car and the same is true of an aeroplane. But while the car can only be used for five months of the year, the plane is "available" for both summer and winter—like the mussel mud from Richmond Bay which Premier Bell promised us four years ago and then forgot!



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