

# CAN LIBERALS MAKE PROHIBITION EFFECTIVE? JUDGE BY THEIR PAST RECORD

The Liberals under that staunch Prohibitionist, the Hon. J. H. Bell, were in power from 1919 to 1923.

Read what the Rev. Geo. C. Taylor had to say of the Liberal administration of the Prohibition Act when he spoke in First Methodist Church on January 4th, 1922, the third year of the Bell Regime.

## REV. G. C. TAYLOR

"Drunkenness and crime, always found together, have never been so rampant in my knowledge of P. E. I. as now," the Rev. Mr. Taylor declared emphatically.

"I have lived here almost twelve years and without any doubt there has never been such a condition of things along the lines of drinking—such looseness and such heinousness of crime.

"There was a period here when people said, 'Why do we keep a jail?' But that time is past. Not only do we keep a jail but we continue to keep it full.

"Property is no longer safe.

"It is true that a man's place of business or his dwelling is no longer safe.

"They steal even from the Churches now-a-days.

"Law breaking goes on of the most violent sort and very few are the convictions and very few the arrests even."

## MR. G. F. HUTCHESON

Mr. G. F. Hutcheson, then a member of the Prohibition Commission, said:

"The question raised by Mr. Inman was whether education or legislation was the better method of dealing with this important question. He thought education should come first, followed by legislation. He happened to hear the address of Mr. Taylor, and while it might appear a little extreme in parts, on the whole it had his approval. He was afraid he could not agree with those who said we had reached a much higher standard—he was afraid that the moral standard had been on the retrograde, and there must be a reason for it. It was for those who had the welfare of the community at heart to discover the reason and have the baneful influence removed."

## REV. G. W. F. GLENDENNING

Speaking on Sunday, January the 8th, 1922 in Zion Presbyterian Church the Rev. G. W. F. Glendenning, of the First Methodist Church, who was a member of the late Prohibition Commission, emphatically supported the statements of the Rev. Mr. Taylor in regard to the prevalence of drunkenness and crime generally in the city, under the Bell Government, and maintained that clergymen had a right to speak their mind upon these subjects. Mr. Taylor had delivered his much discussed address at the Week of Prayer in the Methodist Church last week, he said, at the earnest request of the Ministerial Association and he, (Mr. Glendenning) had specially requested him to speak from his pulpit. "Whatever may be the opinion of Laymen," proceeded Mr. Glendenning, "the Ministerial Association are substantially behind Mr. Taylor in regard to his denunciation of the moral conditions prevailing."

## REV. H. D. RAYMOND

One year later, in the 4th year of the Liberal Government regime, on January 12th 1923, the Rev. Mr. Raymond of St. Paul's Church speaking in the Baptist Church said:

"Prince Edward Island boasts that it is the first Province of the Dominion to adopt the Prohibitory Law.

"When a thousand miles from here the speaker had heard the land spoken of in terms of the highest praise on this account.

"But what do we find when we live here?—a state of conditions which is a shame and a disgrace to any Province or any country.

"You will find drunkenness more common here in the City of Charlottetown than you will find it in anycity in the Dominion of Canada, and no apparent attempt to check it.

"I do not know what instructions are given the police nor do I know how well the instructions are carried out but I do know something of the difficulties which face those who try to enforce the law.

"I say to you that the conditions of life in this city and Province in regard to the drink traffic are a blot on the landscape of the Dominion."

This is how the clergy found the Liberals administered the Prohibition Law when they were in power under the Hon. J. H. Bell.

What are the conditions likely to be should Mr. Saunders, with his cheap liquor policy, get into office?

## John Smith and His Car

By FREDERICK C. RUSSELL  
John Smith is a character whom every motorist should welcome. He is not selfish, rather he is a motorist martyr, a chap willing and glad to be exploited, in an interesting way, his experiences for the benefit of the other twenty million or more members of the motor clan.

### STARTING OVER AGAIN

Because it had been such a pleasure to start the new car each day, Smith had not noticed the long time spent in the process. When the novelty had worn off a bit, he began to observe that other drivers got under way more quickly.

The other morning he actually was surprised to find that it took him about five minutes to get under way, the engine sputtering, stalling and backfiring during the process. He realized that something was wrong.

"This engine doesn't start the way it should," he told the garage man later. "There was no trouble when it was brand new, but lately it's getting more bothersome. Maybe there's something wrong with the points."

"Nope," the other assured him. "It's just your method. You want to change your system of starting. It's been this way ever since you breezed in here with that new bus—only you didn't notice it."

Smith was skeptical. He may have been no past master at handling automobiles, but neither was he a novice.

"It ought to start promptly despite me," he argued. "I wish you'd look at those points. I just read in the instruction book that if they're dirty or pitted, there won't be a good spark at the start."

"I'd rather not," the garage man declined. "But I tell you what, I will do: just let me show you how to start that engine without all this fuss."

A minute later the garage man was behind the wheel. The demonstration was only:

"Before I begin," Smith's informant explained, "note the part this delay has played in helping matters. You cranked and choked so long that the cylinders flooded with raw gasoline. The fuel could not vaporize and wouldn't have had enough air for a good combustion mixture anyway. So the engine stayed dead. While we've been talking, some of the raw gas has leaked down past the valves and also past the pistons into the crankcase. The engine's nearly ready for business again.

"I say 'nearly' because a brand new engine like this is tight all over. Flood the cylinders with gasoline, and it will start right far longer than in an old engine where the pistons are loose. Now just to make sure that I get all this excess gas out of the cylinders, I'll step on the starter and not use the choke. Also I'll keep the throttle closed."

The starter turned the engine a few times while Smith witnessed for the first time the trick of clearing the cylinders after having made the mistake of flooding them with gas through excessive cranking and choking. It was a very simple process and one that he could use to good advantage any time he made a mistake in cranking and did not have time to wait for the natural escape of the gasoline.

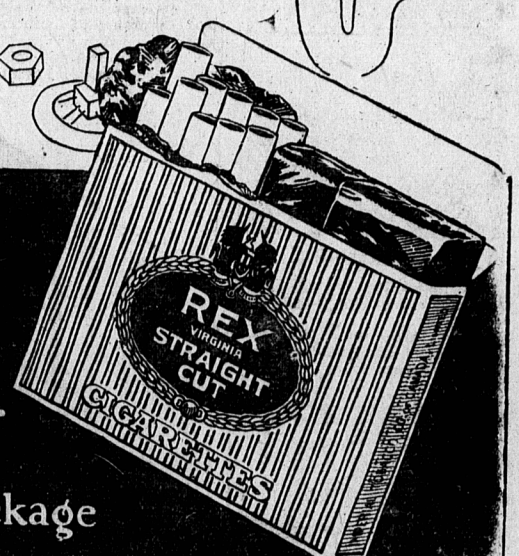
"As a matter of fact, I would recommend this system any time you happen to flood the cylinders—or even when you think you have flooded them," the other suggested. "If you wait for the gasoline to leak past the pistons, you just dilute your engine oil, and if the gas has a chance to leak down—the valve stems it cleans off all the lubricating oil and gives you sticky valves. Better crank a bit with the throttle closed and without using the choke."

"Now we'll see what we can do by way of a snappy start. The first step is to pull the choke all the way out, not just part way. If you want the pistons to suck raw gas



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up through the carburetor and the intake, you've got to choke off all the air. And if you don't open the throttle part way, how on earth can you expect to get any gas to the engine? Time and time again I see people in here cranking away for dear life while the throttle is closed to the idling position. They might just as well get out and disconnect a couple of the spark plug wires before starting.

Smith watched this much of the starting process as staged by the garage man, but he was surprised at one thing. His instructor had stepped on the starter without switching on the ignition.

"How are you going to start without ignition?" Smith asked.

"Like all experienced drivers," the other replied. "When you switch on the ignition right off the reel you rob the battery of much of the juice it needs to operate the starter-motor. That's bad because unless a starter-motor turns the engine at a lively rate, not enough gasoline is sprayed into the cylinders under the force of the suction and the pistons do not travel fast enough to compress the vapor properly. It pays to crank a little before switching on the ignition."

The wisdom of this was demonstrated by engine action the instant the ignition was switched on. Immediately, however, the garage man pushed the choke all the way in and closed the throttle to a

point where the engine did not race. A second later the engine threatened to stall and Smith noticed that his instructor pulled out the choke and just as quickly pushed it in again. This was done several times, from which Smith deduced that it was better than leaving the choke part way out during the warming up process.

"I hear strange sounds in my ears, doctor."  
"Well, where else would you expect to hear 'em?"—Vancouver Province.

## Enforcement of Law And Prohibition Commissions

Premier Stewart speaks plainly and clearly. These are his words:

"Take the matter of crime generally. We have there the great weight of public sentiment behind the enforcement of the law. If a man commits a crime, everyone is interested to see that detection and punishment follow. But has it been so in the case of Prohibition? As early as 1917 it was found that the burden was so great upon the Department of Justice in this Province that a Commission was appointed to enforce the law so as to relieve that Department of the Government from such an onerous task.

From that time up to the present we have had three consecutive Commissions, and a great deal has been recently said and written with regard to the present Prohibition Commission. It has been said by the partisan press that this Government cannot escape the responsibility of the enforcement of the Prohibition Act by hiding behind the Commission; that this Government dismissed the previous Commission and appointed the present Commission, and dragged the whole matter into party politics, and is therefore responsible for the conditions existing today.

With regard to those Commissions generally I have just this to say, that I believe that all three Commissions, and that every member of each one of those Commissions, has brought to bear upon the discharge of his duty every bit of energy, ability and honesty he possessed. I believe that the Commission have given unstinted and sincere public service in the discharge of their duties.

I will say further, and I want to give this answer to the criticisms of the partisan press, that this Government did not dismiss the last Prohibition Commission. Their term of office expired under the Statute, and the present Commission was appointed in due course under the provisions of the law.

I have this further to say, that this Government has never, in the slightest degree or for one moment, interfered with the duties of the Commission. We have never attempted to dictate to them or to interfere with their work in the least degree. I say that the Commission has had the most perfect freedom of action in every respect and that from the beginning of their appointment up to the present they have performed their duties to the very best of their ability.



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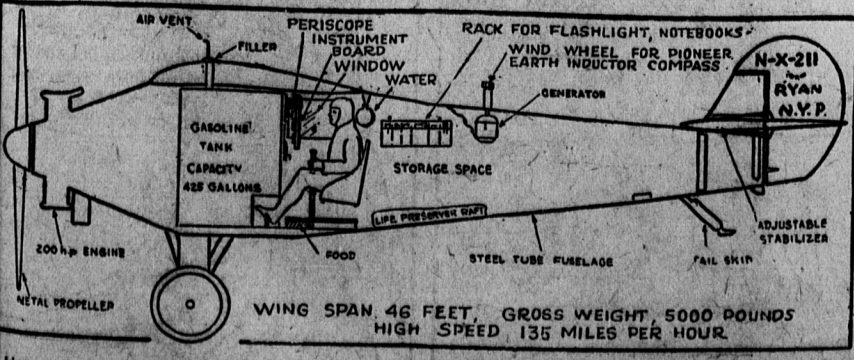
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Here are shown in diagram, the main features of the "Spirit of St. Louis," the "blind" monoplane which carried Captain Charles Lindbergh successfully across the Atlantic from New York to Paris.