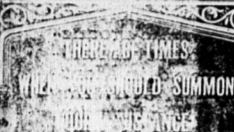


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THE CHARLOTTETOWN GUARDIAN

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WEDNESDAY, APRIL 15, 1925

CHARLOTTETOWN ORCHESTRA

The Charlottetown Orchestra will give its third annual recital next Monday night, April 20th, in Prince of Wales College Hall and the event, calling up pleasant recollections of former performances, is being looked forward to with pleasure by all our music loving citizens.

In the recital of Monday night the public are given an opportunity to hear real, studied, high class music, vocal and instrumental, by the best talent in the city and under the capable direction of Mr. W. E. Fletcher whose ability in this line requires no commendation in Charlottetown. The recital is practically a free treat to our citizens as the nominal fee of 75 cents is designed to barely cover expenses.

Give them a bumper house on Monday night, help them to cultivate a taste for the best in music, we can almost at any time hear the other kind.

AROUSING SUSPICION

When a man or a body of men, whether a private citizen or a parliament, shows a disposition to conceal his or its acts, suspicion is naturally aroused and we may safely assume an attempt is being made to "put something over."

When Acting Finance Minister Robb boldly announced a surplus of \$1,523,000, those who had watched the finances during the year at once became suspicious and began to analyze his figures. A glance at these quickly revealed the fact that the surplus was cooked and not even well cooked. Here are his own figures: Revenue for the year \$344,000,000; Expenditure \$342,177,000; Robb surplus \$1,823,000.

But an item of \$18,027,000 had been paid to the Canadian National Railway which had not been figured in the expenditures although no reason has even been given as to why it should not, and this reduces the Robb surplus to a deficit of \$16,204,000.

Why this attempt to hoodwink the people? The men and women who, willingly or unwillingly, pay the taxes which Mr. Robb and his colleagues are spending, want a fair, honest, straightforward statement of accounts. When there is a deficit they do not want to have their intelligence insulted by juggling figures to make it appear a surplus.

The King government has from the first, from the days of its pre-election campaign and through its four sessions blanketed its operations; it has not at any time laid its cards on the table. Its policies have been directed either to secure factional support or to mislead the public. In the present admittedly serious financial and industrial situation no good can come of deception or concealment. All efforts in this direction tend only to add to the general discontent and suspicion which are still driving people out of the country and checking immigration.

WITHIN THE LAW

Almost daily we read in our exchanges from sister cities throughout Canada of merchants and others being heavily fined for infringement of some one or another of our food laws. The infringements are numerous and varied, and include selling ungraded eggs, under-weight bread, underweight butter prints, breaking speed laws, boot-legging, &c., &c. And from the frequency of those in other cities and the comparative absence of such penalties in our own city we feel constrained, like one of old, to raise our voice in thankfulness that we are not as these others are.

Statistically, at least, we are a law-abiding, God-fearing people. We do none of those things for which our brethren in other cities pay heavy tolls to their municipal authorities. We pay our regular taxes we observe all the food selling regulations, we do our road work, we clean off our sidewalks in the winter, we observe the rules of the road and keep within the speed limit, with exceptions so rare that we may at any time cite the court records as proof that we, as a people, are living within the law. "A good name is rather to be chosen than great riches" and we have it in its immunity from the pains and penalties prescribed for law breakers.

To preserve this good name, to preserve it in reality, not merely by keeping it off the court records — for justice like love, may at times be blindfolded — should be our chief aim as citizens of this highly favored land.

EDITORIAL NOTES

This is Vimy Day — our Blood Red Letter Day.

The appointment of Mr. J. W. Shaw as City Marshal was a surprise to most people. According to public opinion the likely appointees were Captain Walker and ex-Superintendent McRae of Vancouver, now of Flat River. Mr. Shaw is a stalwart well set-up citizen, who no doubt will adorn the Marshal's uniform.

The opening of the shipping season in earnest is eagerly being looked forward to by everyone. The early disappearance of the snow and ice makes the shipping season appear long delayed. We so easily forget that this time last year the Car Ferry was struggling with ice and no one had any expectation of navigation for a fortnight at least.

That there will be a general election this year seems reasonably certain, but whether in the summer or autumn will depend upon agricultural and commercial conditions. If the harvest prospects are good, the Fall will be selected, but if the promise is not too rosy in that respect, the Government will go to the country in the early summer. At all events this is the prophecy of quid nuncs at Ottawa.

Premier Mackenzie King is making a habit of visiting the United States during the session of Parliament. Last spring he went south and again this year. Although stout and robust-looking the Prime Minister is not so constitutionally strong as he appears. His brother, it will be recalled, was a victim of the fell T. B. and he himself has to avoid as far as possible the dangers of our change of seasons.

In view of the coming summer and the prospective band concerts there is one thing the new Marshal and the Police Committee should insist upon, and that is the prohibition of automobiles in the square when the band performances are being given. These entertainments are about all the vacation hundreds of housewives and mothers get all summer, and it is most annoying and dangerous for them to have cars driven, sometimes not too carefully, among them.

Notes By The Way

The current year marks the anniversary of two important events in land transportation. It is the fortieth year since the completion of the Canadian Pacific Railway from ocean to ocean, and also completes the full century since the opening of the first steam railway in all history. The Canadian Pacific Railway has been a noteworthy factor in the growth and development of the Dominion and is now the most important transcontinental system in America. The "last spike" was driven in 1885.

Sixty years earlier than the completion of the Canadian Pacific carries us back to the days when the first steam railway that the earth had seen was put in operation between Stockton and Darlington, England. The train of 38 "wagons" was drawn by the snorting iron steed Rocket, fitly named in anticipation of the swifter locomotives that have since succeeded. There was a great concourse of people present to witness this demonstration of the power of steam.

To quote the brief chronicle of the time: "Such was its velocity that in some parts the speed was frequently twelve miles an hour." George Stephenson whose engineering genius was behind the undertaking was proud of the result and ventured this prophecy: "You will live to see the day, though I may not live so long, when railways will come to supersede almost all other methods of conveyance in this country — when mail coaches will go by railway, and railroads will become the Great Highway for the King and his subjects. The time will come when it will be cheaper for a working man to travel by railway than to walk on foot."

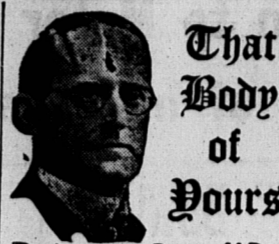
George Stephenson was the son of a poor collier engine-man at Wylam, near Newcastle, born in 1781. He was put early to work, first as a cowherd and at 15 in a colliery. While thus engaged he was diligently acquiring the rudiments of an education. He invented a safety lamp which brought him a testimonial of £1,000. His first locomotive was completed in 1814 to haul coal on a tram-road. Its success led him to devote his time to building locomotives and railways, among the latter being the Liverpool and Manchester Railway on which he developed a speed of 35 miles an hour. That was in 1825. He died in 1848. His son Robert Stephenson helped in building the Rocket, became famous as an engineer, acquired wealth, sat in Parliament and was buried in Westminster Abbey.

Within the century since the days of the first steam railway have come many marvellous developments in transportation and aids thereto on sea and land. Among these have been the steamship, the electric telegraph and ocean cables, electric railways, electric and gasoline motor cars multiplied to millions, airships and aeroplanes. When we reflect for a moment on the fact that there are men and women still living who were born before any one of these marvellous agencies and inventions were known to the human race, we must be astonished at the progress made in locomotions and transportation. And the end is not yet.

Progress in discovery and invention are now moving on with a speed as much accelerated as that of a man who once travelled step by step on foot and now wings his way across the sky covering 150 to 200 miles an hour. Who of the present generation would consent to live in that slow plodding old world which has been so amazingly transformed within the brief space of a century past?

A little more than a century separates the Battle of Waterloo from that of Vimy. The news of British victory and the downfall of Napoleon was not known in Canada until a month had elapsed after "that loud Sabbath" which shook the Spoiler down." But in our day Canadians were reading in their homes the grim story of the heroic struggle at Vimy while their brothers and sons were fighting and falling there under command of our present gallant Governor General.

And as Lord Byng now addresses the Great War Veterans' Association they hear again his voice, transmitted by radio as he speaks, to the farthest bounds of the Dominion. Thus the wonderful progress of our age in transportation is duplicated in an equally amazing advance and development in the means of broadcasting the thoughts and words of men to listening millions of their fellows. Truly sublime is the age in which we are privileged to live.



By James W. Bates, M.D.

TOO MUCH ACID One of the words you hear almost every day now is acidosis. In former days, you complained about certain pains in abdomen, perhaps a "sour" stomach, or intestine, perhaps spoke about heart burn, biliousness, and extra desire for air, and so forth. In former days also your parents very wisely, although ignorant of the causation, gave you some baking soda, just to "sweeten" up your system.

This condition is now so well understood by your physician and by yourself, that you know that there is too much acid in the blood. The blood in its normal condition is slightly alkaline. It will handle a considerable quantity of extra acids, in the system, because it has what is known as an alkaline "reserve."

When however this reserve gets used up, then symptoms such as mentioned above ensue. Our research men are now in a position to estimate the amount of acidosis in the system. The acids are removed mainly by the kidneys and the lungs. An apparatus that measures the amount of carbon dioxide in the air in the lungs, estimates at the same time the amount or degree of acidosis.

When too much acid gets into the blood, it naturally attacks the alkaline contents, and the result is an overdose or increased amount of this waste gas, carbon dioxide. Now this gas must be thrown off because it is very poisonous. Therefore the centre in the brain that control the lungs, immediately notifies the lungs to get busy, and throw this gas out of the system. Thus when the blood comes to the lungs to be purified, the lungs are working faster than usual, so as to get rid of this waste gas.

That is the reason that one of the symptoms of acidosis is this feeling that you need more air, you are air hungry, as it is called. Aside from keeping down on the amount of acid forming foods, fat should likewise be eaten sparingly, fat in any form, that is in meat, milk, or eggs, where little or no exercise is taken. This is very necessary as the fats do not get completely burned and form acids.

Plenty of water is wise taken in small quantities throughout the day.

Daily Selections FOR Guardian Readers

APRIL 15, 1925

SIN SEPARATES:—Four iniquities have separated between you and your God, and your sins have hid his face from you, that he will not hear. Isaiah 59:2.

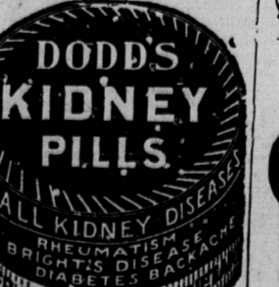
PRAYER:—Dear Lord, we thank Thee that when our sin separated us from our Heavenly Father, Thou didst come and make atonement for us that we might again be at one with Him.

TIRED MOTHERS. A little elbow leans upon your knee. Your tired knee that has so much to bear; A child's dear eyes are looking lovingly From underneath a thatch of tangled hair. Perhaps you do not heed the velvet touch Or warm, moist fingers, folding yours so tight; You do not prize this blessing over-much.— You almost are too tired to pray tonight.

But it is blessedness! A year ago I did not see it as I do today— We are so dull and thankless; and To catch the sunshine till it slips away. And now it seems surpassing strange to me. That, while I wore the badge of motherhood, I did not kiss more oft and tenderly The little child that brought me only good.

And if some night when you sit down to rest. You miss this elbow from your tired knee,— This restless, cutting head from off your breast,— This lispng tongue that chatters constantly; If from your own the dimpled hands had slipped And ne'er would nestle in your palm again; If the white feet into their grave had tripped,

—May Riley Smith.



Advertisement for Master Workman Smoking Tobacco. Includes text: "That Body of Yours", "Smoke", "Master Workman", "It depends on your own fancy as to which form you prefer.", "The Plug is for those smokers who like to slice their tobacco right off the plug as they use it.", "The Cut Plug is for those who would enjoy the convenience of buying their smoking tobacco ready sliced for the pipe.", "Whichever you choose, you are sure to get an extra choice pipe tobacco—mellow, rich and tasty.", "Manufactured by Imperial Tobacco Company of Canada Limited"

Character Reading section with text: "I could not blame you for your headache then.", "I wonder so that mothers ever fret at little children cling to their gown.", "Or that the footprints, when the days are wet, Are ever black enough to make them frown.", "If I could find a little muddy boot, Or cap, or jacket, on my chamber floor,— If I could kiss a rosy, restless foot, And hear it patter in my house once more,—

Advertisement for Overland cars. Includes text: "World's Lowest Priced Line of Fine Cars with Sliding Gear Transmission", "Overland has proved its quality to over a quarter million owners.", "OVERLAND TOURING CAR", "Lustrous, baked enamel finish permanently beautiful... all steel body... big power... patented Triplex Springs... rugged axles... modern disc type clutch... foot accelerator. The lowest priced Touring car in the world with sliding gear transmission.", "OVERLAND BUSINESS COUPE", "3 Passengers—a closed car for professional men, salesmen and small families at a lower-than-ever price. Extra wide doors and seat. Unusually large luggage compartment in the waterproof rear deck. Overland's notable power performance and endurance. All steel body. \$75 lower than its nearest competitor.", "OVERLAND SEDAN", "The unrivalled leader of the low priced closed car field. Four wide doors. Comfort for five. Disc type clutch. Rugged axles. Oceans of power. Extreme economy. As much as \$70 lower than competitive cars.", "McLAINE SERVICE STATION", "186 Grafton Street"