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YESTERDAY'S PLEBISCITE

The Saunders Government plebiscite on the liquor question has been taken, and the result is neither surprising nor significant.

a full disclosure of the manner in which Canada's part in the Great War had been slighted in these books, and to the urgent need of an authoritative history of modern events for use in Canadian schools.

Notes By The Way

The Progressive Party in various Provinces is non-progressive in numbers and influence. It accounted for something in the Maritime Provinces where it is now practically extinct.

In the Prairie Provinces it became strong and for some years was either the first or second of the three principal parties in popularity and influence, but in that respect has lost ground to both Liberals and Conservatives, and the remnant is split up by wide differences of policy and opinion.

In British Columbia Progressivism never gained a considerable importance and what remains of it is a rather hopeless fragment.

Provincially the former Progressives in Alberta now set down in the Parliamentary Guide as Farmers, hold 43 of the 60 seats in the Legislature.

In the Dominion Parliament at present the relative strength of parties as represented the House of Commons is as follows:

Table with 2 columns: Party Name and Number of Seats. Includes Liberals (117), Conservatives (89), Progressives (12), Liberal Progressives (9), United Farmers of Alberta (11), Labour (3), Independent (2).

The Progressives and Liberal Progressives elected in 1926 to the House of Commons were by Provinces, Ontario 4-2; Quebec, none; Nova Scotia, none; New Brunswick, none; P. E. Island, none; Manitoba, 4-7; Saskatchewan, 5; Alberta, none; British Columbia, none.

The automobile as a source of provincial revenue is demonstrated in an article in The Telegraph-Journal. This source of revenue had no existence a comparatively short time ago and now the sister Province receives a large yearly income from it.

It is regrettable that in the Winnipeg despatch from which the above information was obtained, the names of the "educational authorities" consulted were not given. Their explanation is at once an insult to Canadian educationalists and a reflection on the Government of Canada which, in the last analysis, is responsible for providing an accurate national history. It is grossly incorrect to say that we have no historians in Canada who are adequately equipped and willing to take the time to edit such a history.

The annual revenue of New Brunswick, now close upon six million dollars is eleven times as great as it was in 1850.

The King Government is evidently becoming anxious over the warfare on the Ontario border, of which the clearance of rum-laden vessels for United States ports is an ingredient. Minister Eulers says the Government cannot lawfully refuse such clearances until Parliament grants authority to do so, but he does not say that the Government ever asked Parliament, or is likely to ask for such authority. The Government is playing with fire in this matter.

The pro-American attitude of the King Government has seldom been so conspicuous as it has been during the past few months. The hardest blow that has ever been struck by Washington to cripple Canadian production, industry and trade has just now fallen upon us from that quarter, the last of a long succession of hostile acts from across the border.

As has been repeatedly pointed out in The Guardian, the King Government has done nothing to avert the blow, nothing by way of remonstrance, nothing to bring about a change in our relations with our aggressive and hostile neighbor. Other nations which have not suffered a title of the injuries that have fallen upon Canada, have through their governments spoken out plainly in their remonstrances. Canada alone has been silent and submissive.

Other governments, British and foreign, have spoken out plainly in protest. The entire civilized world has been a deeply interested spectator in the transaction and the fact is conspicuously known throughout the world that our government at Ottawa, quite regardless of the interests of the Canadian people, has been submissive and docile toward Washington, and rather an apologist for its aggressive action than a defender of the interests of the Canadian people.

Canada's greatest misfortune and danger in the present crisis is that her Government is looking to Washington and turning its back upon the Dominion.

The City of London Corporation recently unanimously rejected a suggestion that it should find a new site for Mansion House, the official residence of the Lord Mayor of London, which was first occupied in 1753.



By James W. Barton, M.D.

INSULIN HELPS KIDNEYS DO THEIR WORK

I have tried to liken the structure of the liver to the eggs themselves and to cardboard divisions that hold the eggs in a crate. The eggs represent the liver cells and the cardboard divisions represent the framework that holds the liver cells.

Now when you have an inflammation in certain tissues of the body the regular tissue gets replaced by fibrous tissue which is just like the hard white scar tissue resulting from a burn.

Thus the liver gets inflamed, the framework increases in size; which leaves less room for the liver cells themselves. The lining of cells themselves also get inflamed.

The result is less liver cell surface and more hard fibrous tissue. This is what is called sclerosis or hardening of the liver.

However the liver is a very large organ, the largest in the body, and it keeps working away doing its best although often more than half of it is so hard that it is not much use.

Now the liver can get to the point where the jobs it has to do are too much for it and various things happen.

One of these is the swelling of the limbs and lower part of abdomen because the kidneys cannot do their own work and work of the liver also.

An Italian physician reports a case of anaemia in which there was also this swelling of the feet and abdomen due to too much water being retained in the body.

He tried using a liver diet and the results were most surprising.

Whereas before the use of liver diet the kidneys failed to get rid of more than 20 ounces of fluids, with the liver diet they got rid of four times that amount, that is 80 ounces.

After a few days of the liver diet the swelling had been greatly reduced the liver diet was stopped, and on the fourth day the kidneys only removed about 30 ounces instead of 80.

The liver diet was then resumed and the kidneys removed 80 ounces daily again.

At the end of 15 days more, the swelling in feet and abdomen had completely disappeared.

The thought then is that if you can keep the liver free from infection from bad teeth, tonsils, or other source that it will enable the kidneys to do a perfect job in getting rid of fluid waste from the body. Also, the liver should be kept in good condition by not eating too much, especially rich or fatty foods.

THE LAND WE LOVE

By FRANK LEIGH

THE ANNIVERSARY OF HALIFAX

Q. What anniversary is Halifax celebrating in 1929?

A. The city of Halifax is celebrating this year its 180th, anniversary taking its history back to 1749, when its foundations were laid by Lord Cornwallis, as a successor to Fort Louisbourg, which had been destroyed.

The first settlers in Halifax were army and navy men, thus giving a character to the city that it still holds. The site was wisely chosen for a naval stronghold, on the deep water harbor of Bedford Basin, and the

"A Railroad Is Never Finished"

(By Sir Henry Thornton, President Canadian National Railways. As told to Courtney Ryley Cooper in The Saturday Evening Post.)

(Continued)

Those men soon began to stand forth, unwilling to take the easy course of the yes man, but eager to exert initiative and to battle sincerely for constructive principle. One by one they rose—men who were hiring themselves because they could see ahead and show others how to look into the future; men who radiated their enthusiasm to a dozen beyond them and through that dozen to a hundred, and who displayed, without ever a question being asked, that they knew the biggest part of their job—that of selling what a railroad manufactures. All the steel and equipment and paraphernalia in the world can't make a successful railroad. It's the ability to sell, that gets the traffic.

Give Him a Chance

On and on we went, across the country, along the main line and branch lines; there were speeches, speeches, questions and answers, the painting of pictures and the incessant demand—for this was no time to make requests—that Canada look to its own future and make it a rosy one through sheer force of will and faith. And after a time, there began to arise, a counter demand, faint at first, then stronger and stronger until it became stentorian.

It rolled across the continent, gathering power, and there is no command that barks with the authority of a people, once that people had made up its mind. Almost immediately the heckling began to diminish and opposition to government financial programmes for the rehabilitation of the railroad to weaken. Soon a supporter arose here and there who had been opposed or at least lukewarm to our program, which was simply to put the road on its feet. My officers, centers themselves of a constantly increasing snowball of loyalty and enthusiasm, snatched away at the repetition of my promise to the main body of workers—that here was to be a road run without politics, where justice to every employe would be a major consideration, where power of friends counted not one whit against the power of personal achievement, and where there was one master and one alone—the necessity of making this road pay. From vice president to general manager, through assistants and superintendents, onward to the operating staffs and clerical forces, to maintenance-of-way men, baggagemen and messenger boys, it permeated to a total of 108,792 employes and through them to 500,000 persons closely concerned through family alliance or dependency. One-eighteenth of the population of the Dominion of Canada was turning the wheels of hope and pride and determination. My team had stopped fumbling now and was moving down the field. Now and then a municipal meeting was called of which I knew nothing, and the insistence grew greater:

"Give Thornton a chance!"

The sentiment snowballed. A year would give an indication of what might be expected, they said; in that time a person could, at least, gain an inkling of the future. The year went by to the accompaniment of the unscrambling of a jig-saw puzzle of railroad trackage, and the beginning of something tangible in the form of a true transcontinental railroad. The figures for that year were published, and then a new and great impetus of public opinion began to be heard. Those figures showed a total of \$13,741,190 available for interest charges, an increase of over 800 per cent over 1922. The white elephant had at least turned pink. A big part of the psychological job was over. The railroad had shown an ability to prove the people's faith in it. We could now go ahead and truly build that railroad into a great system.

Of course the building had been going on simultaneously; without the savings of coordination there could have been little progress the first year. In this connection it must be remembered that in many places the component railroads of the Canadian National system were not built with any

idea of future cooperation, but as highly competitive lines. There were two or more of everything.

Many towns had two railway stations; some had two sets of shops. At other points the rails of two roads ran practically side by side for miles, only breaking away to reach some town that would become a ruined community should only one line be junked. It was exactly what I have called it before—a railroad jig-saw puzzle, the solution of which was more difficult by the human equation. If it had been a cold-blooded proposition of reducing a railroad to its most efficient basis, the problem would have been easier. But there were communities to consider, families, settlers who had come into remote places, depending upon the railroad. There were times, when, in the moving of shops, for instance, it was necessary to take up mortgages on workmen's homes substituting others under like conditions, many miles away. Early in the work we found it necessary to build a cut-off from the southern line at Longiac to the transcontinental line at what is now Nakina. The previous divisional point was Grant, twenty miles away, where homes had been built and a town founded, with all that pioneer town meant to those who select it for their abode. It would be ruined now. The matter was solved by moving the town of Grant bodily to Nakina; the shops were loaded on trains and carted away; likewise the homes. Some of them were sawed in two to accomplish it, but they were moved nevertheless, and set up in the new town of Nakina exactly under the same conditions as those that had existed at Grant.

This could not always be done. There still exists duplications even today. I know three stretches of road in which reproductions of main-line trackage exists to a total of 1500 excessive miles. If I could abandon that 1500 miles it would mean an actual saving in maintenance and structures expense of \$1,350,000 a year. It cannot be done. People trusted the railroads. They built their homes along them and founded their farms. They have invested the savings and their labors; the road must stand.

But it was possible to eliminate a piece of road here, an extra railroad station at another point, a duplicate shop somewhere else, and in this sort of coordination I had seen some valuable work done in the war. One instance of that, I truly believe, had as great an influence in the decision of the great struggle as any other factor. That was the embarkment of the First British Expeditionary Forces for the front.

Troop Trains on Schedule

I have been general manager of the Great Eastern Railway of England; therefore, when the war came, with its necessity for central control of railways, I became one of the directing board which was composed of all the general managers of English railways under the chairmanship of a member of the cabinet. England, however, has a habit of entrusting work to those who know it best; the railroad executive committee met every day, and sometimes for days at a time, but always under a vice chairman, who was one of our men. The cabinet Minister was absent.

It was a sensible system of control. The War Office in effect, drew a check on the board for the movement of troops and left the rest to the committee. The result was that when the first Expeditionary Forces were ready to go, the trains rolled into the embarkment points day after day from every portion of England, and not one of them was even a minute late. Each member of that board had been responsible for his own railroad, to deliver his troop trains on the minute to the next line, which, in turn, was responsible for delivery on time for the next run. The system worked so perfectly that there was not even an inconsequential delay; to my mind, it had much to do with influencing the results of the war, and for this reason:

The moral and physical effect of the arrival of the First British Expeditionary Forces stemmed the rush of the Germans toward the coast. Had there been a delay, Channel ports would have been captured, the seat of the French government shoved far south, availability made for enemy submarine bases operating against vulnerable spots on the British and French coasts, the short haul of British troops across the English channel halted, and a situation created where Germany might have controlled many of the ports of entry by which American troops later came to the aid of the Allies. Such a condition could have meant only one result—an Allied disaster. But the

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When we are married Why, what will you do? MODERN WOMAN has every right to ask this question of the man who wishes to marry her.

AN EXCELLENT ASSORTMENT OF BATHING CAPS AT THE CENTRAL DRUGSTORE We are showing a complete line of Bathing Caps and Bathing Suit Bags, in all colors, shapes and sizes.

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Science Now Says "SUNLIGHT FOR VIGOROUS HEALTH AND STRENGTH" But never a word about Sunburn or Sunstroke. True Sunshine in moderation is good, but violent sunburn parches the skin—makes it harsh and old looking, causing almost unbearable pain.

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Dr. D. T. Wayne DENTAL SURGEON 130 Richmond Street Charlottetown, P. E. I. Office Hours Phone 543 P. A. M. to 1 P. M. 3 P. M. to 5 P. M.

CANADIAN TEXTBOOKS Another voice has been raised in protest against the use in Canadian schools of history textbooks published and edited in the United States. Recently McLean's Magazine made