

"AFTER MY AUTO ACCIDENT"

A New Record for Kellogg's ALL-BRAN

A resident of Toronto, Canada, writes: "Last April I met with a serious automobile accident, breaking my left knee and tearing the tendons badly. Having lived a very active life before, when forced to lie still, constipation soon made its appearance. Drugs and medicines proved useless, and I could not obtain relief until I tried Kellogg's ALL-BRAN. The difference was noticeable almost at once, and from then on during my entire convalescence, ALL-BRAN kept me in perfect condition. Though I am now over 60 years of age, my physician tells me that I have made the recovery of a 25-year-old man."

Many people who suffer from constipation during the enforced inactivity following illness, or while engaged in sedentary work and study, would find rapid and permanent relief in the regular use of Kellogg's ALL-BRAN.

Kellogg's ALL-BRAN is guaranteed to conquer constipation. Eat not less than two tablespoonfuls every morning, and that amount at every meal if the case is chronic. Kellogg's ALL-BRAN is delicious with honey and milk or cream. Sold at all grocers.

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Pioneer British Railways

(Article 2) (HISTORICUS)

In a short article a few days ago we glanced hastily over the pioneer stage of British Railway construction. In this article we shall try to enlarge on the subject. All will admit that it is a world-spanning subject now and beggars any attempt that may be made to grasp it.

The small beginning chiefly in Liverpool and Manchester, the early part of last century had made herculean strides until today, the railways of the civilized countries of three continents owe their existence to British capital and British enterprise at home and abroad. True, it would be unfair to overlook the fact that the United States has been a powerful ally in the railway projects of these continents, but if the facts could all be traced it was only when John Bull unlocked the padlock on his money chest that the rails of the rest were lifted and the wheels

of enterprise set in motion. Take our own big railways for example. It was only when John Bull guaranteed railway bonds that they came down with the coin as investments. So much for the present day surveys. But let it revert to the infancy of railway construction in England. People's ideas were very cramped at that day, compared with the viewpoints, or way of thinking at the early time. With regard to the stage coach duty or on the omnibus used in Liverpool to convey passengers to the railway the contractor disclaimed liability, but was willing to pay a lump sum of 200 pounds for the term of his contract. The directors were willing to accept this offer, but in the meantime the solicitor advised them that on going further into the matter, he found there was no doubt that the railway was responsible for the duty. The engine drivers in the Liverpool and Manchester railway were paid not a weekly wage but 15.6d per trip, and with this rate they were not too well satisfied. It was accordingly agreed that they should receive 2s for each trip exceeding four per day. The Carriers' Act was not made applicable to railways until 1845, but apparently its principle was already taken for granted for in June 1831, a passenger made a claim on the Liverpool and Manchester Railway for 136 pounds in money, contained in a missing article. The directors disclaimed liability but agreed to give the unfortunate loser a donation of 50 pounds as an "act of grace". A certain Mr. Creed, Secretary of the London Board, made a report to the Directors which after rejection, but which was soon after adopted, and is utilized to the present day. It was made in reference to a survey of the road. Mr. Creed must have been a man of keen and reliable foresight. The work before us contains many tables of statistics, but the most condensed report that could be made would be too voluminous to prove of service here. In order to compile such a volume the compiler would need to live to the patriarchal age and perhaps then have to leave much of the proof sheets of their work to be read by some of their survivors. In conclusion, we may mention here, that from the difficulties above referred, British railways at home have developed the highest rate of speed of any railways in the world, at least, than is the record they have overseas. The holes of the top of a new device for sealing letters are so small it cannot spill if upset, pressure against an envelope drawing out water by capillary action. Wing fins have been attached to the sides of the hull of an English steamship by an engineer with a view to increasing its speed and decreasing its fuel consumption.

THE PUBLIC FORUM

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinion of correspondents.

MR TANTON AS LEADER

Sir,—The people of this Province have reached a pretty pass indeed if their morals are to be in the keeping of Mr. L. P. Tanton. We have quietly submitted in the past to being led by a group of "social uplifters" so called whose delight has been to hold over our backs the big stick of a penal statute and who by persistent propaganda have succeeded in enacting into law many of their narrow minded ideas. Of this group Mr. Tanton has now apparently succeeded in having himself appointed the head and has thus constituted himself our mentor to whom we are to look for counsel, inspiration and guidance. He with a few associates are to be the judges of what is and what is not good for us poor benighted and ignorant mortals. We are, forsooth, to be relieved of the mental burden of thinking for ourselves on a question affecting our social domestic and economic welfare and all we are expected to do on election day is to come forward and sign on the dotted line without even taking the precaution to read the document, for we have the ipsa dixit of Mr. Tanton to guide us. Many wonder just how long we will submit to such dictation, just how far we will follow this bill-weather and wither he will lead us, without even the remotest idea when we can begin to do a little thinking for ourselves, when we can exercise our common sense and our judgment on matters affecting our own welfare and that of the Province. Would it not be well for Mr. Tanton and those who think as he does to exercise the franchise according to their rights and to permit the rest of us to do likewise. Perhaps we have been endowed with an equal amount of intelligence but evidently some persons do not think so.

I am, Sir, etc. One of the "Benighted."

THE POSTAL SERVICE

Sir,—A Correspondent in your paper of the 31st, has deemed it sufficient importance to write a letter under the name of "King's County" in which he speaks of the "five-day" journey from Montreal to the fact of our rapid transit postal service. There is very little use in offering a criticism on any matter unless a feasible remedy is also proposed. It is not a fact that it is necessary to take five days either by air or by sea to get a letter to a person to travel from Montreal to any section of this Province. Your correspondent in order to make up his "five-days" has his letter mailed so that a Sunday will intervene, but Sunday is a "die non." The fact is that if a letter be posted during the four months of winter service in time to connect with the Maritime Express, which leaves Montreal about 11:00 a.m. daily except Saturday, such letter would be delivered at practically every post office between Charlottetown and Tignish on the evening of the day following, and such a letter would be delivered to all post offices east and south of Charlottetown on the afternoon or evening of the 2nd day—that means a letter posted on a Monday morning in Montreal is delivered at Souris on Wednesday about noon. How would your correspondent arrange matters to have the delivery made quicker? It might be done by an air service, but we have not yet reached that stage of development. It is true that there is no connection with this Province during the winter season with the Ocean Limited from Montreal, but for eight months of the year a connection is made and a double train and mail service exists from Montreal to Charlottetown and Summerside and mails arriving at these points by the late night trains for other points are sent forward to their destination by first trains on the following day, so that a letter posted in the Maritime Office at Montreal would be ready for delivery during the summer service at the Post Office in Souris about noon on Friday a delay of only 42 hours. Not too bad. The Postal Service believes in being up to the minute. I am, Sir, etc. "COME AGAIN."

PROPOSED SCHOOL LIBRARY.

Sir,—When in Charlottetown last September, I had the pleasure of discussing with you the placing of a small library suitable for juveniles between the ages of 10 to 15 but which would be enjoyed by older people as well, in every school on the Island. Fifty years ago when I was at ADELAIDE, Australia, March 31. A fortune of \$500,000,000 which has been accruing at interest for 200 years is to be a subject of issue in the courts, according to claims that are now being filed here. Edward Webber, merchant prince of Holland, in the days when the Dutch flag was supreme in the world of commerce, died in New York, leaving an eccentric will bequeathing an enormous sum to his seventh generation, claimants assert. The fortune, which has now grown to \$500,000,000, may be divided into 150 Australian millions or over that number in the city of Adelaide alone claim a share. The claimants are calling a meeting to discuss the matter.

"He is not drunk who from the floor Can rise and take just one drink more; But he is drunk who prostrate lies, And neither more can drink or rise."

The Montreal Star, March, 1926, said:—"Disorderly noise raids over the week-end brought sixty people into the morality squad drag-net. Forty-one men, seventeen girls and two women."

Then in a later issue—"There is an epidemic of crime in the Province of Quebec. Murders are shockingly prevalent and detection rare."

When "detection is rare," there are no statistics of convictions. The Chief of Police of Hull declared—"As long as a man is able to navigate at all, we do not arrest him. And in consequence he does not appear in Mr. Saint Pierre's statistics."

The Montreal Standard, nominally opposed to prohibition, Nov. 28th, 1925, in an elaborate write up of "The Curse of the Blind Pigs" in Montreal; "Menace is baffling the Best Efforts of the Police; Raids on Taverns; Young Girls of Good Families Sadden with Liquor; revealed a condition of shameful crime and debauchery, upon which a Clergyman made this comment—"What a ghastly joke to call such a system," A Moral and Ethical Solution," as per the Saint-Pierre whom you quote with such gusto. (Has Mr. Tanton read the pamphlet?—Ed. G.)

You seek to get out of a tight place with regard to liquor interests financing government control campaigns, with an uncalculated slur—"It should not be unnecessary to go to France for information about the financing of Mr. Tanton's propaganda or any other body's business." Does your chest swell with pride in the character of your reply. I produced that evidence from France because it is one of the fountain heads of the fount from which government control elections are being financed. Have you the remotest evidence to justify your slur as to Mr. Tanton's propaganda? If so, trot it out and let us examine the beast. I am, Sir, etc. ALLIANCE COMMITTEE. Per L. P. Tanton.

(Let us for a moment, for the sake of argument, accept Mr. Tanton's assertions that whatever the percentage of dry municipalities in 1923, there is a smaller percentage now. What does that connote? It must be an indication of the increasing satisfaction with which the Liquor Act has been regarded by the general public of the Province, the number of municipalities which had previously taken advantage of the privilege of prohibiting the sale of beer or spirits in their own territory has been actually declining. Mr. Tanton may accept either alternative. Mr. Tanton refuses to believe Mr. Saint-Herve's witness. He has read his pamphlet. He claims Cardinal Begin condemned Government Control, though not one word on the subject was mentioned in his pastoral. He claims Justice Coderre as condemning Government Control, whereas in 1923, nine-tenths of the municipalities were supposedly "dry." What city of Montreal, in 1924-5, over which he presided, not a single word was said by him against Government control. He refused to accept the word of the Hon. Provincial Treasurer of Quebec that in 1923, nine-tenths of the municipalities were supposedly "dry." He refused to accept the word of the Hon. Provincial Treasurer of Quebec that in 1923, nine-tenths of the municipalities were supposedly "dry." He refused to accept the word of the Hon. Provincial Treasurer of Quebec that in 1923, nine-tenths of the municipalities were supposedly "dry."

I am writing jointly to the Patriot and the Guardian on this very interesting subject because I have already discussed it with you and because I recognize the ineffectual testimony of the Hon. Justice Goggin, the economist of McGill University when he wrote in 1926: "While statistical evidence in the field of moral phenomena is by no means conclusive yet it is at least interesting to note that in such factors as those of drunkenness and general crime, as well as in school attendance, Quebec has shown a more favourable position in recent years than in her sister province of Ontario."—Ed. G.)

THE LADY WITH THE HATCHET Sir,—Mrs. Carrie Nation, cornered Joan of Arc and mother of prohibition, expressed the wish that the words "She hath done what she could" be inscribed on her tombstone. Others might provide her with different epitaphs. But there is no doubt that like many another nuisance she was sincere—completely, hopelessly sincere. It has been said that she was in sane. She probably was. But there is a difference apparently between being merely crazy and being crazy on the subject of moral reform; the difference, to wit, between confinement in a psychopathic ward and freedom to harangue the multitude. So Carrie was allowed to run at large... a fact of immense historical importance, since the brief examination of the effects of her crusade offers proof positive that the cause of prohibition owes as much to her as to any other agent of God, male or female, clerical or lay. Moreover, a fair estimate must allow her other qualities less dubious than sincerity. There were limits to her narrowness. A Southerner, she was without the Southern rancor toward the Negro. She had high regard for the Jews, and except for Christian Science, which she dubbed witchcraft, she was tolerant of other creeds. And though she would have elected a Kaffir for her cause led her to discover Strong Boy, terror of the ring and for much sham and corruption in politics and to form shrewd judgments withdrew into a back room, there

"SALADA" TEA

has always been foremost in protecting and serving the interests of the tea-drinking public.

What "SALADA" does is, therefore, frequently imitated. Since 1892 every pound of "SALADA" has been sold in metal foil containers—the most effective known way to preserve the full flavour of tea.

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"SALADA" SATISFIES—WHY NOT BUY THE BEST?

thereon. The disparity between the public utterances and private views of Great Men did not escape her, nor did the loftiness of office daze her. "Government," she said, "like dead fish, stinks worse at the head." Roosevelt she denounced as blood-thirsty, reckless and extravagant. Of the late minister plenipotentiary from heaven and lined descendant of Adam and Eve she asserted: Bryan was for Bryan and what Bryan could get for Bryan." Indeed, her blasphemous assaults aroused something like popular fury against her when she undertook a too ardent defense of Csolgosz, McKinley's assassin. In Rochester, New York, at the time, a delicious irony of circumstances forced her to hide in a saloon from a large and dangerous mob. Contrary to the general impression, Carrie smashed but one legal-operated saloon. The exception was a Texas grocery named in her honor; this was too much for her. Her convictions outside the State of Kansas, about thirty in all, resulted from disturbing the peace, drawing a crowd, and like charges. A well advertised tornado, swept from Coney Island to San Francisco, from Texas to the Maritime Provinces, she harangued train and steamship passengers, Baptist congregations, girls in segregated districts, a few drunks gathered about a bar. A saloon-keeper in Kentucky put a shield of leaded and belabored her with a chair, another in Maine knocked her head against a stone pillar; admirers in her home state gave her a medal inscribed: "To the Bravest Woman in Kansas." In Washington she burst into the Senate chamber and shouted: "Treason, anarchy and conspiracy! Discuss these!" Seated in a Pittsburgh street car she espied a man wearing a Masonic pin and remarked to the car in general: "That man belongs to an order who swear to have their tongues cut out, their throats ripped across, their hearts torn out and given to beasts, their bowels taken out and burned to ashes. Such oats originate in hell." In Sacramento she visited the California legislature in joint session and in a loud voice revealed the members' caches of liquor: "In the bill-filling room, members are kept... in the sergeant-at-arms' room; in room 56 is a safe where bottles of beer and whiskey are kept... and so on. The lawmakers received this like a 'lot of bad boys caught stealing watermelons' and the session was adjourned. She swooped down on colleges to the delight of undergraduates and the consternation of deans. She found that the Yale students were being ruined body and soul by the alcoholic sauces served with their food, or so they told her, and at Harvard she saw professors brazenly smoking cigarettes. One day she entered a New York bar where the famous John L. Sullivan was tarrying at the wine cup. A clash of Titans? No. The Boston for her cause led her to discover Strong Boy, terror of the ring and for much sham and corruption in politics and to form shrewd judgments withdrew into a back room, there

to sit quietly until the coast was clear. Other celebrities were less fortunate than Sullivan. Once success or a policeman who bundled Kettle in his into the "hoodlum wagon" was de- office or home she was not easily pounced as a "beer-soaked" whif- got rid of. If the prominent one, key-swilled, saturn-faced man, and thus cornered, had any sense, he in one fall she saluted the warder would call the police wagon without and his wife as "Ahah" and Jeze- further delay; if not, he would be- call it some minutes later and pray to God it had a fast horse. Hostile audiences never fazed Carrie's burden, from June 1909 when her. When backing lean over the died of paresis in a Leavenworth es- platform and talk to those immedi- ation, was nothing less than the conversion to righteousness of an intensely interesting one is usually subside. Sometimes this device would not work... in a cheap burlesque theatre she was apt to be drowned out. On such occasions she would denounce the crowd as hell hounds and sets and stalk off. A forceful speaker, her imagery was vivid and her rhetoric vigorously effective, with a King James flavor decidedly heavier than the sanctimonious billingsgate of the average prohibitionist. She enjoyed the most vehement and tireless tongue woman I ever had, and her invent- ively would have paralyzed a fish- brain; she never knew "how" to stop. I am, Sir, etc. READERS

reeking masses of corruption, jeeringly addressed as "your disheveled Kettle" in his into the "hoodlum wagon" was de- office or home she was not easily pounced as a "beer-soaked" whif- got rid of. If the prominent one, key-swilled, saturn-faced man, and thus cornered, had any sense, he in one fall she saluted the warder would call the police wagon without and his wife as "Ahah" and Jeze- further delay; if not, he would be- call it some minutes later and pray to God it had a fast horse. Hostile audiences never fazed Carrie's burden, from June 1909 when her. When backing lean over the died of paresis in a Leavenworth es- platform and talk to those immedi- ation, was nothing less than the conversion to righteousness of an intensely interesting one is usually subside. Sometimes this device would not work... in a cheap burlesque theatre she was apt to be drowned out. On such occasions she would denounce the crowd as hell hounds and sets and stalk off. A forceful speaker, her imagery was vivid and her rhetoric vigorously effective, with a King James flavor decidedly heavier than the sanctimonious billingsgate of the average prohibitionist. She enjoyed the most vehement and tireless tongue woman I ever had, and her invent- ively would have paralyzed a fish- brain; she never knew "how" to stop. I am, Sir, etc. READERS



Rev. and Mrs. E. F. P. Scholes, who after 25 years in Chinese missionary fields for the English Wesleyan Mission, are returning to England via Canada. The party left Hanyang on January 29. Rev. Mr. Scholes reports that the feeling against Canadians and Americans is even more bitter than against the English.

Gatineau Power Company 5% First Mortgage Gold Bonds Due June 1, 1926 Interest payable June 1 and December 1 Coupon Bonds in \$500 and \$1,000 Denominations The Gatineau Power Company controls water power sites with an aggregate potential capacity in excess of 700,000 h.p. Contracts for the sale of power have already been executed with the Hydro-Electric Power Commission of Ontario, The Canadian International Paper Company and the Canada Cement Company. Estimated net earnings, upon the completion of the Company's four power plants will be almost three times annual interest requirements on the above issue of bonds, the earnings from the Ontario Hydro-Electric Power Commission contract alone being over 1.8 times these interest charges. We recommend these bonds as a sound and attractive investment. Circular upon request. Price at Market to yield about 5.18% The National City Company Limited Office—St. James and St. Peter Streets—Montreal 100 St. Peter Street TORONTO 71 St. Peter Street QUEBEC 205

LESS TRUTH THAN POETRY Sir,—You have now no "doubt" whatever that you erred in your original comment on my letter, "Ninety percent" of the municipalities of Quebec was "and still is under Scott Act," and that the conditions of cebauchery, denounced by Cardinal Begin and the Clergy, were in those Scott Act jurisdictions. If you had a doubt, surely the Hon. Jacob Nichol, whom you quoted as having removed it. In his address he made the off-hand statement that nine tenths of the municipalities had gone dry. His reference—which was statistically incorrect, the real percentage being about 77%—was not to the Scott Act, but to the Local Option sanctioned by the liquor control act. The string of his utterance, however, is in his eulogy of sobriety in those dry places, completely refuting the suggestion that the Cardinal and Clergy had reference to these. (Great is Mr. Tanton's imagination!—Ed. G.)

You refer to a pamphlet by Arthur Saint Pierre of the Quebec Liquor Commission in defense of government control giving "statistics in regard to crime." Prepared for the purpose of bolstering up a law, it does not tell the whole truth, and is a poor offset to the declarations of those who know the facts—such men as Cardinal Begin, Mr. Justice Coderre, Mr. Justice Choquette, and others already quoted, who have thundered denunciations against the crimes and iniquities, of Montreal particularly, described as "the only Red Light District on the Continent." (Did this develop out of Quebec Liquor Law?—Ed. G.) It is openly charged, and not to make arrests except in extreme cases. To meet this, various interpretations as to when a man is drunk have been given. Here is one,—



Principals of smart Montreal wedding Photo shows Lt. Col. G. R. Geary, M.P. of Toronto, and his bride, who was Miss Beatrice Cavell of Montreal, as they left the Church of St. Andrew and St. Paul in Montreal after the ceremony this week.

REGAL FLOUR It's Wonderful for Bread