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Wembley Exhibition Opened Saturday

(Canadian Press) LONDON, May 10.—King George VI. and Queen Elizabeth will open the Wembley exhibition at noon today...

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Carter's Seeds and Seed Grain are tested for Purity and Germination before being offered for sale. Buy them. Try them.

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'As You SOW So Shall You Reap'

These words are just as true now as in the days when they were written and may be applied in this case to your grain seed. To reap a bountiful harvest you must sow seed free from disease, the most common form of which is SMUT.

Our Formalin

is guaranteed to prevent this and so render your seed capable of giving the highest production. Now is the time to use this preparation. Our supply is large and of the highest quality.

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THE CHARLOTTETOWN GUARDIAN

President, W. Chester S. McLure; Secretary, Lieut. Col. D. A. MacKinnon, D. S. O.; Editor and Manager, J. S. Burnett; New York Representative, Ingraham Powers, Inc.; Chicago Representative, E. J. Power

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- Maritime Stationers, Grafton St. Carter & Co., Queen Street. A. Brown, Stamp Vendor. Railway Bookstall. Mrs. L. Donette, 29 Spring Park Rd. J. D. Taylor, Grafton St. McDonald Drug Co., Water Street, Summerside.

TUESDAY, MAY 12, 1925

PSYCHOLOGY OF CRIME

The Superintendent of the Statistical Branch of the British House of Commons, in his report for 1924 states that the war has caused an increase in certain classes of crime, chiefly robbery with violence, the use of firearms and dependence on the automobile for escape. Unquestionably there has been an increase of crime since the war, not only in Great Britain but on the American continent from the Arctic to the Antarctic. Is it true that this increase dates only since the war? And is it true that the present crime wave is an aftermath of the war?

It is quite possible that the war has tended to cheapen human life, for those who participated in it, who saw men slain in hundreds or even thousands, who saw the ground strewn with human wreckage; possible even that the horrible story of slaughter may have indirectly cheapened life to the observer afar off. Yet few, we take it, will attribute the crimes of today wholly to war. War and crime have existed since time began; war because of international jealousies and because of individual self-interest. Both are remnants of original savagery which, up to the present, civilization has failed to eliminate.

The history of crime will, we believe, show that in all ages opportunity and the probability of escape have been the important factors in criminality. The savage, if unable to meet his enemy in open fight, watched for his opportunity and achieved his purpose by stealth; if stronger than his enemy he achieved it by force. In either case there was the probability of escape; he could hide after his stealthy achievement; he could defy his weaker adversary. The will to commit the crime was a constant factor and this will is still a factor modified somewhat perhaps, by education and culture but still dominating a very large proportion of the race. Add to the will and opportunity to escape on the probability of carrying it out by force and the crime follows.

The automobile has furnished a unique opportunity to escape as has been amply proved in the past few years,—not since the war but since the almost infallibility of the automobile to make a good getaway, has been achieved. The automobile and the manifold legal technicalities by which so many criminals escape their just dues have contributed very largely to what is at present coolly designated the crime wave.

Crime is perhaps abnormally prevalent, particularly on this side of the Atlantic and its prevalence may be attributed, first of all, to the persistence of our original savagery and secondly, to the application of scientific discovery and a one-sided education to the attainment of our ends. Everything considered, we have advanced but a little way along the road to civilization. We have wasted much time, in all ages, in picking up things that do not matter and that are not the best products of civilization. Those we have picked up abundantly, often to the sorrow and the ruin of others. When we shall have gone a little farther we shall devote more time to helping others than to helping ourselves at their expense. Then crimes, including war, shall gradually cease.

EDITORIAL NOTES

A road is known by the roadmaster it keeps.

May 10th being over, the land is now ready for cultivation and rural politics.

Notes By The Way

For the main business of railway transportation across Canada we have two railway systems, the Canadian Pacific and the Canadian National. They are competitors, not only for all the through traffic from ocean to ocean, but for all the traffic between the Canadian west and the head of the Great Lakes, from which point to the Atlantic they are both also in competition with comparatively cheap water carriage during the season of open navigation. They are alike competitors for the traffic between all the Provinces and all the principal cities of Canada outside of Prince Edward Island.

And the two systems have been and are cutting each others throats by competition. There is nothing new in this, but it is a basic fact in all that relates to the serious railway problem in Canada today. There are long stretches of country between the Maritime and Quebec, between Ontario and the Prairie Country and between Alberta and British Columbia where there is little or no population. Over the long stretches between the Prairie Country and the Atlantic the freight traffic is largely one-way traffic. Grain, live stock and farm products coming westward to the sea, many times the weight and bulk of the goods and manufactured products being shipped westward.

There is therefore a prodigious haulage of empty cars going westward for which the railways receive no pay. It follows that the freight coming east must pay out only the cost of its carriage, but also the cost of hauling back the empty cars. This is a tremendous handicap where distances are so great, ranging up to 2,000 miles. Between city and city as also for the through passenger traffic, if one system gives a service by both day and night trains the other system must do the same. The result is a train service which in many sections is not only conducted at a loss but is far beyond the public needs.

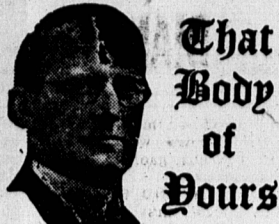
Experts say that there are two or three thousand miles of competing lines being operated daily by each of the two systems which are not needed and thousands of trains being run at a yearly cost of many millions of dollars, the only advantage of which to the people is to give them a choice of whether they shall travel by the C. N. R. or the C. P. R. In this there is an enormous waste in the cost of the fuel consumed and of wages paid to train hands as the result of ruinous competition.

Common sense dictates that this competition in multiplying passenger trains and train service should be eliminated. It can only be done by mutual agreement and this has been proposed by Sir Henry Thornton. Whether anything shall come of the proposal remains to be seen. If the managers of the two systems will not or cannot agree upon that course the competition will go on. Neither party is willing to abandon any part of its field to its rival except for a quid pro quo in the shape of a like surrender by the other party. Still the situation ought not to be hopeless as there is ample room for an agreement on terms fair to both railways and by which both would profit largely.

Mr. Graham, the Minister of Railways, has rightly interpreted the public sentiment on this question when he stated that the country is not prepared to accept amalgamation of the two systems either under control of the C. P. R. or of the Government. In either case a dangerous monopoly would be created which would be difficult if not impossible to control and which might in a short time dominate the Government and the country.

Right Hon. Arthur Meighen has turned the search light on the competition between the two great railway systems showing that while it costs the two railways dearly, the entire cost falls upon the people in heavy traffic rates. There can be no escape from this conclusion. And the Canadian National has led the way by the installation of a very costly system of radio which is useless for all practical purposes and is condemned by many passengers as a nuisance. And this the country has to pay for at the cost of hundreds of thousands of dollars. What is the value of the radio installation at Moncton to any one in the Maritime Provinces except to the high salaried officials who operate it?

The other radio plants along the National lines all the way to Vancouver are of as little real value as that at Moncton. It is claimed that they spend the taxpayers' money!



By James W. Barton, M.D. CORSETS AND SUPPORTS

A few years ago the wasp like corset was fashionable with women. It was a mistake, in that the organs did not get room to function.

The liver was held in a vise like grip, and so gall stones were much more frequent in women than in men.

The breathing was very shallow owing to this constricting band. The abdominal organs were pushed upward and downwards.

Then a more sensible corset was introduced, which gave freedom to the chest, and as no waist line was shown, it looked as if better health was in store for our women folk.

It would appear as if our young women were to take another step and do without corsets entirely.

Now what about this? It was of course never intended that woman or man should have to wear any support across the abdomen.

Nature had placed there three sets of muscles, working up and down, crossways, and obliquely.

These muscles not only permit or perform all bending movements, but actually help to hold the abdominal organs up in their proper position.

These muscles, in our civilization, get very little work, as our women do not work in the fields where the constant bending would develop them. The result is that if our girls are to do without corsets, these muscles must be developed or trouble may start.

The trouble will be that with the posture assumed, that of "careless ease" (to use a nice expression), there will be the falling forward of the shoulders, with less room for heart and lungs, and the abdominal organs will gradually sag, giving rise to stomach and intestinal disturbances, constipation, headache and so forth.

Now I have lived long enough to know that the majority of our girls will not take the bending and twisting exercises, that will render corsets or supports unnecessary. If they did, and taught their children to do the same, corsets or supports would pass out of existence.

Therefore my advice is that our girls should take daily exercise as above, and in addition should wear properly fitted light corsets, or abdominal supports besides. This is the sensible plan.

Character Reading

THE COLOR OF YOUR EYES The coloring of the eyes should next be noticed when reading character. People with black or very dark brown eyes have a passionate and intense nature, and they are impetuous and quick of action. They love devotedly and are very attached to home life.

The hazel eye is the domestic eye though people with this colored orb are also usually very successful in business as they give their whole heart and mind to anything which they undertake. They are faithful and kind.

Daily Selections FOR Guardian Readers

May 12, 1925 SELF-PRAISE:—Let another man praise thee, and not thine own mouth; a stranger and not thine own lips. Proverbs 27:2.

PRAYER:—O God, Thou art great and greatly to be praised, but we are nothing save in Thee, and then we are children of God, and in this we glory.

WHO IS MY NEIGHBOUR? They passed where the wounded lay, In their temple courts to pray; But the heavens were hard that day.

He came as a friend in need, He knew neither race nor creed, Yet high heaven has blessed his deed.

They passed on the other side, With a feeling of holy pride; The neglect was their suicide.

He boasted no honored name, Sought no praise nor regarded blame, Yet he won an immortal fame.

—R. A. Hanley

they advertise Canada and its railways! But Mr. Meighen states that the National Railway also spends a million dollars yearly for advertising in the newspapers. This is no doubt a fine thing for the newspapers in the United States, which get the lion's share—or is it the Eagle's share?—of the million good Canadian dollars. What do the farmers and the workers throughout Canada think of this sort of cover-up as of a little real value as that at Moncton. It is claimed that they spend the taxpayers' money!

Advertisement for 'To My Dearly Beloved' insurance policy. Includes text: 'Surrogate Court records show that only nine out of every hundred men who die leave an estate in excess of \$5,000. This shows how hard it is to realize the dreams of one's youth. An Imperial Monthly Income policy is an ideal legacy. Panics cannot affect it—business depression has no influence upon it, and as an investment it surpasses most "gilt-edged" securities.'

Advertisement for Milling Industry In Dire Straits. (Canadian Press) WINNIPEG, Man., May 10.—Unless some thing is soon done to stabilize the price of grain, the milling industry of Canada will be forced to reduce and in some instances completely discontinue with their trained staffs, W. A. Black, managing director of the Ogilvie Flour Mills, declares.

Advertisement for Deposits Increase. OTTAWA, May 10.—Deposits of Canadian Banks in the Central Gold Reserve increased by \$5,700,000 during the month of March and now total \$33,452,533, according to the bank statement issued today. Total assets and liabilities of the banks show an increase over the February figures. Savings deposits increased by more than five millions and the current loans held in Canada show an increase of over nine millions. Dominion notes held by the banks decreased more than six millions during the month.

Advertisement for Electric Power Railroads Tramways Telephones Gas. You can safely invest in sound utility bonds—their value proven by years of successful operation—from our current offerings. Send for list "U. B." Royal Securities Corporation Limited 132 1/2 Great George Street, Charlottetown Montreal Toronto Halifax St. John Winnipeg Vancouver

Advertisement for Every Month For Twenty Years. Previous to his death only two premiums (total \$247.80) were paid by policyholder 197166. The policy guaranteed a monthly income of \$20.00 for 20 years, but, due to its exceptional interest earnings, this Company is now paying to the beneficiaries \$24.30 per month and will continue at this rate during the life of the contract so long as there is no material change in the net interest earnings of the Company. This is 21 1/2 per cent in excess of our guarantee. DODD'S KIDNEY PILLS. Great-West Life Insurance Company. HYNDMAN & CO., LTD. Managers, P. E. I.