

THE CHARLOTTETOWN GUARDIAN

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FRIDAY, OCTOBER 17, 1924

REBUKED

The Railway Commission has administered a stern rebuke to its parent, the King government, in disallowing the Crow's Nest Pass freight rates agreed upon at the last session of parliament at the dictation of the Western members. As pointed out at the time by Conservative members this sop to the west was a most unfair and iniquitous discrimination against the rest of Canada but the Masters of the situation, the Progressives, demanded it and what could the government—whose life depended upon Progressives—do but yield, no matter what it meant to the rest of Canada?

In rendering its judgment the Railway Commission declared that the freight rates as agreed upon by the Liberal-Progressive aggregation and made effective on July 7th "are unequal, unjust, unfair, not uniform and subversive of stable rate structure. They are the cause of widespread and far-reaching dislocation and disruption of the rate structure and are not based upon any sound principle. Inequality, unfairness, injustice and want of sound principle mattered nothing to the King government, its masters demanded their pound of flesh and the government gave it. And now the Railway Commission, demands that the gift be withdrawn! Nevertheless, the King government can claim credit for its good intention towards its Western allies. "We gave you this favor," Premier King may now proudly declare during his western tour when "pointing to his record," "but the wicked Commission took it from you!" It's a great government.

EDITORIAL NOTES

This day week we'll know in which column Ontario stands.

Ploughing is well advanced and potato lifting is speeding like wild fire these beautiful days.

Storm doors and windows are making their appearances in back yards for their preliminary dust up.

There is the prospect of another butter factory in Charlottetown with Mr. Wood of Dunstaffnage as buttermaker.

The "uncrowned" King is again promising more railways (for a consideration of course) in the West. When will this open bribery and corruption cease?

Is it not the irony of fate that blustering "Hell and Maria" Dawes should be the chosen colleague of "my silent brother" at Washington Coolidge?

The Railway Commission, with a Liberal chairman at its head, has decided the Conservatives were in the right when they opposed in the House of Commons the renewal of the Crow's Nest agreement. It is always so when reason and commonsense are allowed free course.

Mr. Edmund Bristol, M. P., was loudly cheered when in the course of a speech in Toronto he said: "The fact is that the United States tariff policy and the King policy are working together to hand this country over to the United States."

Remarkable expression of public esteem and personal sympathy was evinced at the funeral of twelve-year old Maurice Reardon yesterday when in the vast con-

course of people with bowed heads were to be seen the Governor of the Province, the Premier of the Province and the Mayor of the city.

Premier Ramsay MacDonald complains his government did not get a fair chance because the opposition were "guilty of pettifoggery, partisan trickery," and he appealed to the nation to "put an end to contemptible party tactics by giving the Labour Party a clear majority." There we have the glorious "pride that pulls the country down."

"My silent brother, Harry Walters, of New York" who was bequeathed \$10,000 by William Richard Coventry Walters of Richmond, England, turns out to be the father of ex-Trustee Harry Walters of Toronto. The only characteristic silence about the gentleman in question was that he never pestered his rich relation.

Mr. J. E. B. McCready's "Notes by the Way" receive a much wider circulation than even The Guardian itself gives them. They are quoted editorially in the Winnipeg Tribune, the Montreal Gazette, the Toronto Mail and Empire, the Moncton Times the Sackville Post, and many other newspapers. The veteran journalist and keen controversialist has few equals in Canada when it comes to crossing the "t's" and dotting the "i's" of his political opponents.

The Prince of Wales has been criticized in some quarters for not taking part in public functions on his present visit to Canada and the United States. His Royal Highness in a letter by his secretary to Mayor Hiltz of Toronto declining an invitation to address the Veterans of that city says "should he make an appearance on a public platform in one of the principal cities of Canada, it would entirely falsify the repeated announcement made as to the character of the present visit and be contrary to the spirit in which that visit has been conducted throughout. He feels that were he to depart from this principle by attending even a single public meeting, no matter how much he may sympathize with the cause for which it is organized, he would not only be violating his own principles, but he would be making it extremely difficult for him to repeat these unofficial visits in the future, as he very much wants to do."

The State of California law courts has decided that the repetition of the Lord's Prayer in the public schools violates the constitution. We might be pardoned the obvious retort "so much the worse for the constitution." But can our neighbours fairly claim to belong to the Christian World? A test was recently made of the Scripture knowledge of 1,900 students in the Missouri High Schools. The report says that sixteen per cent. of these students knew neither where Christ was born, nor the name of His Mother. Seventy per cent. had not heard of the Sermon on the Mount, and sixty-five per cent. were ignorant of the Golden Rule. Some thought "St. Paul" was the name of one of the books of the Bible, while others ranked Herod and Calaphas with the Apostles. The Protestant theory, of course, is that children receive all the religious instruction necessary in Sunday School and the home—a view which the test just cited shows is highly optimistic.

Of course the Grain Growers will demand a quid pro quo. As Masters of the Administration and conscious of their power they will insist upon compensation for what has been shorn away from the price of their support. Else how can Progressive members square themselves with their electors? It may involve some dickering and delay to settle that. Fusion of the Liberal and Progressive parties which was thought to be on the verge of accomplishment may be delayed and even endangered in the process.

Another political platform has fallen with the politicians on it: First to tumble was that of the Great Uncrowned in Montreal. Now it is the platform of Ramsay MacDonald. All quite reasonable—this is the Fall of the Year. Nothing is more unstable than a faded leaf or a jerry-built platform.

Speaking of Eve. "Dendrology" says a contemporary, "is an admirable pursuit for women." We seem to remember, however, that one of the earliest feminine arboriculturists made a sad mess of it.

Notes By The Way

The Railway Age has a startling article on the railway situation in the United States. It points out that while nearly all industries have expanded enormously in that country within the past few years the railway mileage over there has been steadily shrinking and that there are 4,250 miles less trackage in use now than there were eight years ago. As a result of this abandonment of operation of existing tracks many communities have been left without railway service and thousands of railway employees have lost their employment. Of course, the mileage thus put out of operation was made up of "weak" roads and unprofitable branches, but the Railway Age hints at the possibility of it yet becoming necessary "to scrap some large railways in every part of the country."

This "scrapping" of railway mileage and equipment has taken place in the country immediately beside us, no larger than Canada, but having twelve times the Dominion's population and wealth. Canada has its full share of "weak" railways and unprofitable branches but is afflicted with a government crazy and reckless enough to build a thousand miles of new railways which can have no prospect of earning their operating expenses for years to come. Is it not high time that such a government was "sent to the scrap heap?"

The Railway Commission made short work with the Crow's Nest Pass rates. They are disallowed, abrogated, made null and void. Fifteen days grace are allowed, but that is a brief space between sentence and execution. The King Government after the boast of having "taken the railways out of politics," brought into effect the sectional and discriminating rates which had expired by limitation in July last. It was Lib Prog. politics with a vengeance that perpetrated this injustice. That act aroused an outcry throughout Eastern Canada. It was palpably evident that the injustice was perpetrated at the instance of the Western Progressive allies of the King Government.

The Board of Railway Commissioners has issued an order "disallowing the agreement and adds," "it therefore follows that the reduction provided for in the Crow's Nest Pass agreement must disappear as a factor in Canadian freight tariffs." The country east of the Lakes will welcome the decision as just and urgently required. It may perhaps cool the ardor of the courtship which the Premier is now conducting in Prairie Land as he seeks to woo the Progressives to a closer embrace, but he can tell them that the naughty Railway Commission did it and not he. How any little bit of that sort may be settled, it would be imprudent to guess. The Commission as a buffer may break the force of the shock, and soaring wheat prices may help to solve the wounds of the grain growers.

The Maritimes will acquit Premier King of any effort or desire to remove the discrimination which favored the West. They will not so readily forgive him for having brought it about and trying to make it perpetual. The Crow's Nest Pass agreement is dead by judicial decision, as dead and as worthless as the proverbial "last year's bird's nest with the bottom out." An immediate result will be a much needed increase in the freight receipts on the Canadian National Railway, for the balance of this year, and also for the Canadian Pacific.

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That Body of Yours

By James W. Barton, M.D.

THE question is sometimes asked "Can a man's mental state affect his body?" If he is suffering mentally there any reaction on the body? The simplest way to answer this as answered once before, is in this way. You sit down to a table with clean linen, beautiful tableware, and inviting well cooked food. What happens? Why not only your mouth "waters" with increased saliva, but your stomach "waters" with digestive juices getting ready to take care of the food.

Thus there is a feeling of well being because the juices are ready. What happens when conditions are different, soiled linen, unclean tableware, poorly cooked food? The juices are actually restrained from flowing even to the ordinary extent. Similarly mental depression can interfere with digestion and other functions of the body. Continued mental depression can affect the organs day after day, until the physical body becomes weakened.

Should you try to replace the depressing emotions, by those of hope and happiness? Yes, this is wise, but it is often a difficult task. Can you put the body into good shape, even if you can't change the attitude of mind? Yes, systematic outdoor exercise, walking, golf or other games, with attention to diet and sleep will build the body up, even although the mental attitude appears to be unchanged.

And there is one more point that is worthy of note. A depressed mental state causes a sluggishness of all parts of the body with the resultant indigestion, constipation, and so forth. The physical exercise stimulates all the functions of the body, so that the liver works better, bile flows freely, waste matter is carried away, the blood purified properly, is going to every tissue in the body, and that tissue is being renewed. This "renewing" of the body has its natural effect upon the brain, because the tissues of the brain share in the process by means of the removal of waste, and the building power of fresh pure blood.

Daily Selections FOR Guardian Readers

OCTOBER 17, 1924

ROAD TO SUCCESS:—Commit thy way unto the Lord; trust also in him and he shall bring it to pass. . . . Rest in the Lord, and wait patiently for him. Psalm 37: 5, 7.

PRAYER:—O Lord, Thou knowest us, and also the end from the beginning, and we are nothing apart from Thee. Therefore now we commit ourselves and our way to Thee.

GENTLEMEN—THE HORSE!

Here's a toast for all who love Courage, Strength and Beauty; Whose simple creed is Play the Game. Ride straight and do your duty. A toast to him who never failed In wagon, cart or limber; Whose gallant spirit never quailed For line of guns or timber.

To him whose heart knows no defeat In hunting field or battle, On classic course, at jungle meet, Or turning maddened cattle, A toast to him who'll always share Your pleasures, wars and labor; The "view halloo" or trumpet's blare, Lance, polo-stick or sabre!

So lift your glass and honor him—Man's staunchest friend and treasure. As true as steel, as kind as love, In action or at leisure. He lives in memories dear and far, Of noble dead in Peace and War. He paid the price for what we are! Gentlemen—the Horse!

—STANLEY HARRISON, in "The Roughbred."

Your Birthday

OCTOBER 17.—Your friends and all round you respect and admire you, and you are generally well satisfied with yourself. You are apt to be extreme in your likes and dislikes. You are bright and witty, good-natured, and always make the best of things. You should marry early in life, but beware of trying to have the "last word." Your birthstone is the opal, which means hope. Your flower is the hop. Your lucky colors are yellow and white.

Then and Now— Our Railway

(By W. L. COTTON)

The first sod of the P. E. Island Railway was turned on Thursday the 5th day of October, 1871. That event had been preceded by such political discussion and contention as precedes every forward movement. Mr. Collingwood Schreiber was the contractor for the construction of the railway, and with him was associated Mr. Burpee of New Brunswick. Both had previously been engaged in the construction of the Intercolonial Railway.

Twenty-three tenders for the work of constructing the P. E. Island Railway had been received. That of Mr. Schreiber, at a cost of £1267.10s per mile, was accepted.

On the evening of the day on which the first sod was turned, seventy-five gentlemen celebrated the event by dining at the St. Lawrence Hotel. Lieutenant Colonel Rankin presided and the speakers included the late Hon. James C. Pope, Leader of the Government of that day and leader of the movement which resulted in the railway. Hon. T. Heath Haviland, Hon. Frederick D. C. Brecken, Hon. W. W. Sullivan, Messrs James McDonald, Andrew Mitchell, Archibald McNeill, Donald Cameron, Robert Shaw, Frank F. Longworth and others. Mr. McDonald said that he believed the turning of the first sod "inaugurated an era of progress, an era of good, that would make Prince Edward Islanders proud of their country;" and the late Mr. Robert Shaw said that in his opinion "the Railway Bill was one of the best ever introduced to serve the interests of the people, and he felt sure that the memories of those who passed it would live long and be honored in the annals of Island History." Such were the sentiments felt and expressed by those who favored railway construction and supported the government that had—despite the most strenuous opposition—authorized the work.

By October 1874—three years later—this work had been so far carried out that freight was carried over it to and from the ports of the Province. Early in December of the same year, Mr. John Boyd, the Provincial Government Engineer, in charge, certified that the construction of the railway had been completed according to the specifications and terms of contract. But not until the first week of January 1875 was it ready for general traffic. The railway had, according to the terms of the Union of this Province with Canada, been transferred to the Dominion Government; and Mr. Thomas Swinyard came here as Commissioner on the part of that government, to make the preliminary arrangements for the carriage of passengers as well as freight. These arrangements were somewhat prolonged.

Since then the branches to Murray Harbor, Montague and Elmira have been constructed, and have so increased the advantages of those localities that everyone would desire that these railway branches shall be maintained. Now the P. E. Island Railway system has been incorporated with that of the Canadian National Railways, and has close connections with all the railways of North America. A considerable part of it has been standardized, and the other parts of it will, without doubt be standardized in the not distant future, so that every community in the Province will enjoy direct and continuous communication by rail with the larger communities on the mainland.

Without the Railway, Prince Edward Island would still be in the

King Cole Tea advertisement with crown logo and text: King Cole Tea Full of Quality "You'll like the flavor"

the better condition throughout persons who cannot afford "autos" each winter season than the Mag would have to travel in carriages dalenes. Without the railway the and sleighs, or on foot, no matter Car Ferry would be useless and in how long the journey; the lumber depth of each winter, passing-boring stage coach would yet be ers to and from the Island would slowly climbing hills and dashing yet be compelled to work their down dunes; the sale and transpassage etted to the sides of the port of seed potatoes to the United little iceboats of the last century. States in winter would be impos if the railway had not been con-ible; there could be no daily structed, merchants would yet have newspaper to carry the news of the to purchase and import their winter-tail daily to the door of every in-ter stocks of goods four or five telligent resident. In deed we should months before they could be sold. If there were no railway here, all

(Continued on Page 5)

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CAVENDISH SCHOOL Honor Roll for Cavendish school for September: Grade X.—1, Gertrude Clark; 2, Irene Wyand. Grade VII.—1, Anita Webb; 2, George Clark; 3, Robert Simpson. Grade VI.—1, Helen Simpson; 2, Ethel Wyand; 3, Thyna Clark. Grade III.—1, Marjorie Clark; 2, Earl Bulman. Grade II.—1, Marion Doiron; 2, Maud Gallant; 3, Lorraine Webb. Grade I.—1, Eric Simpson. Perfect attendance.—1, Robert Simpson; 2, Maud Gallant; 3, Marion Doiron. Teacher, A. McKinley.

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