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TUESDAY, DECEMBER 7, 1926

YIELD TO OR GUIDE?

The Ecclesiastical Commissioners of the Church of England, at a recent conference, decided to permit Sunday games on lands belonging to the Church. The decision raised quite a discussion in the course of which the Dean of Exeter is reported as saying that Sunday recreation, whether they liked it or not, had come to stay and that it was impossible to stop it. The real question, he said, was whether the church should oppose the movement or seek to guide it; and he was in favor of the latter. Without referring to the wisdom or unwisdom of the decision, the point raised by the Dean of Exeter is perhaps of more importance even than the question of Sunday recreation.

We in this rapid age have seen many things "come to stay" that had no place to stay in even a comparatively few years ago. Things stay if we permit them to stay. Sunday is not the holy day it was a generation ago. Political corruption is more openly practiced than ever before, even the Speech put into the mouth of His Excellency the Governor General at the opening of Parliament has been known to make statements which looked suspiciously like preparation for an election. Has it, too, come to stay? Is it like Sunday recreation, unpreventable and can we guide it?

What is the driving force behind the things that have come to stay, and that were regarded as undesirable or even sinful a generation or two ago? Have the old sins lost their heinousness, or were our forefathers wrong in denouncing them? Public opinion sanctions or denounces innovations. If sanctioned they stay; if denounced they leave us. What is public opinion, and what forms it? One individual may start something; if he has a following it becomes public opinion; if he is ignored what might have become public opinion dies. The world needs leaders today as never before, leaders who will fearlessly and openly discriminate between the things which should and should not stay, and who will use sound and informed judgment in their discrimination.

THE THREATENED STRIKE.

As was expected, the threatened strike of railway conductors, brakemen and yardmen, has been averted by the Railways yielding to the demand made upon them. It will be of interest now to see what the trouble was about. A statement prepared for the Conciliation Board but not made public at the time, gives full particulars and may be summarized as follows:—

During the war, and for some time afterward, railway wages in Canada conformed automatically with those fixed in the United States; and in 1921, when reductions were ordered by the United States Labor Board, those were also applied to Canada. In 1924 the trainmen of the United States were given a 6 per cent. increase, a demand for a further increase of some 13 per cent. has since been made, and a decision has just been given by a newly established United States Labor tribunal for an increase of 7½ per cent.

The wage increases asked for in the United States and in Canada, if granted, will, it is said, equalize the rate of pay on both sides of the line at a standard from 20 to 30 per cent. over that which was fixed in 1920. The following is a statement of the wage increases asked for by Canadian trainmen, as presented before the Board of Conciliation in Montreal:

Conductors in the passenger service, now receiving \$6.40 a day or \$192 a month, are asking \$7.75 a day or \$232.50 a month. Baggage men in the passenger service, now receiving \$4.56 a day or \$136 a month, ask \$6.16 a day or \$184.80 a month. Brakemen and flagmen, passenger service,

receiving \$4.40 a day, are asking for \$6 a day.

Conductors on local freight service, now receiving \$6.32 a day, are asking for \$7.74 a day.

Brakemen on local freight service, now receiving \$4.88 a day, ask for \$6.24 a day.

Conductors on through freight service now receiving \$5.80 a day, are asking for \$7.34 a day.

Flagmen and brakemen on through freight service, who receive \$4.48 a day, are asking \$5.84 a day.

Yard service foremen, who receive \$6.32 a day, are asking \$7.64 a day. Yard service helpers who receive \$5.84 a day, are asking for \$7.16 a day.

Yard service switch tenders, now receiving \$4.40 a day are asking \$5.72 a day.

In support of these claims speakers for the conductors and trainmen have argued as follows:

1. That wages paid are not sufficient to maintain them in the reasonable state to which they are entitled, and are not commensurate with the still high cost of living.

2. That the actual daily wage of transportation employees does not compare favorably with wages paid for other classes of service demanding experience, ability and, if necessary, personal sacrifice in the performance of duty.

3. That the financial situation of the railways in Canada was now admittedly better and warranted the advance asked for by the railway workmen.

To these arguments the spokesmen for the railways have replied:

1. That the present rates of pay are as high as they should be, and being no change in conditions since 1920 to justify an increase.

2. That the wages actually earned are in many cases higher than the minimum quoted, a check of income tax returns for a designated territory of one of the Canadian National Railways showing average payments of \$2,667 to conductors, \$2,090 to baggagemen, and \$1,956 to brakemen.

3. That there has been a reduction in living costs since 1920 amounting to 20 per cent.

4. That the extra wage increases asked will amount to \$18,000,000 a year, and that the railways have not the resources to meet these demands.

Between these arguments and counter arguments it is difficult for the average man to discern the truth. One thing, however, is clear. It is that if the Canadian National Railways, with an already annual deficit of \$20,000,000, are called upon to put up \$8,000,000 or \$9,000,000 more a year for wages, that amount must come out of the pockets of the taxpayers of this country. Either that or freight rates will have to be increased. The only conclusion, therefore, is that in this matter the public is between the devil and the deep sea; and the only way out would seem to be some reasonable settlement until a decreased cost of living or increased railway earnings arrive to remove the difficulty.

EDITORIAL NOTES.

A March snowstorm in December is somewhat rare in this country.

Now we shall, like good citizens, clean off our sidewalks after every snowstorm.

Some of the early sleigh drivers have forgotten their bells on their first drives. This is distinctly against the law, and the habit should not be formed too early in the season, or it may become chronic and get some one into trouble.

The Dominion Parliament opens on the 9th and will talk till it is time to go home for the Christmas holidays. Some effort, it appears, had been made to give this session an emergency character, in order to make it an extra one, but it is discussion.

Notes by the Way

Six times Mussolini has escaped assassination since he rode into Rome at the head of the Black Shirts four years ago. Three of these attacks upon his life occurred in the present year. On April 7th last a demented English woman shoved a revolver almost against his face but only managed to hit his nose. On September 11th a marble cutter from France hurled a bomb, which exploded after striking the car in which the Dictator rode. The sixth known attempt was made on October 31st, when an eighteen-year-old youth fired point blank at him, the bullet cutting through his coat, whereupon the maddened crowd beat and kicked the would-be murderer to death.

Some of his followers infer from these escapes that he bears a charmed life immune from bullets, bombs, or knives. He meets them coolly. After the first attack he announced that he had chosen as his slogan, "Live in danger," which has certainly been his lot since the wonderful revolution he brought about began. As the attempts to kill have become more frequent he must be conscious that he may not always escape, and the nerves of his followers are in many cases strained with suspense. Meanwhile a swift and terrible reckoning awaits the assassin who ventures in any public way to take the life of Mussolini, and this may go far to secure his safety.

Mussolini has undoubted courage and with courage he has the rarer endowments of leadership and a great capacity for organization and administration. In a brief space he has made himself one of the foremost figures in the world, alarming at first to the statesmen of other capitals than his own, but less so now than before, and yet conspicuous as a great comet among the fixed stars.

The Board of Railway Commissioners is hearing arguments about railway freight rates. British Columbia contends that the rates over the western mountains are too high just as the Maritimes affirm that the rates between the Atlantic and the St. Lawrence are too high. And in this the Easterners are believed to have the support of the Duncan Commission. But the Railway Commission has the higher power. It can within certain limits fix the rates. Over all is the supreme power of Parliament, and the West in the past has wielded a strong influence in Parliament.

But railway wages have just now gone up, and that means less net revenue for the railway. It is true of railways as it is of the affairs of an individual that gains are often temporary and uncertain, but expense never fails and is most always increasing. West and East pulling in opposite directions cannot tend to lower freight rates and the big Central Provinces are naturally more concerned with what is best for themselves than with the demands of the East or the West. Freight reduction on the railways is beset with many obstacles.

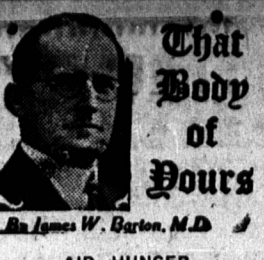
Washington fears that the so-called "wet" victory in Ontario may lead to increased smuggling of Canadian whiskey across the border. Uncle Sam has his own troubles in regard to this illegal traffic, to prevent or suppress which involves an estimated expenditure of \$47,000,000 for the coming year.

That Premier King is considering the erection of an Embassy Building in Washington is the statement of Mr. Wayling, who went over to the London Conference as staff correspondent of the Toronto Star. The new building will add to the kudos of the Honorable Vincent Massey, Canada's Ministerial Ambassador. With such an object in view what matters a few hundreds of thousands of dollars?

We are living in a memorable time. And how difficult it is to fix some memorable dates in the not very distant past! The writer of these notes was wrecked at Rumory's Bay, back of Eastport, Maine, on board the steamship New York on the 4th of October, 1869, on her voyage from Saint John to Boston, and then and on several occasions since has written accounts of that event which were printed in the Portland Transcript, Saint John Telegraph, and many other newspapers. These fix the date of the Saxy gate as 4th October, 1869. Is it not just possible that both Mr. Cotton and "An Ancient Mariner" who have written interestingly on the subject, may both be mistaken?

As announced by Mr. Robb, acting Premier, to be a regular session.

No doubt the Imperial Conference an emergency character, in order to make it an extra one, but it is discussion.



Dr. James W. Barton, M.D.

That Body of Yours

AIR HUNGER
The great needs of the body as you know are food and drink. An expression is now coming into general use that shows how physicians and laymen are turning their thoughts toward another need, that is the air.

For years the matter of air was taken for granted. It is all about you, and you breathe it continuously day and night. However despite the fact that it costs nothing, many individuals find it hard to get or in other words they are hungry for air at times or even all the time.

Now anyone who has had this air hunger will tell you that the feeling of partial suffocation is most distressing and alarming. In former days we thought of air hunger as being due to some defect of the lungs which either prevented the fresh air coming in, or the impure air from going out. This might be due to the nerve supply to the lungs, or to mechanical disturbances.

Perhaps the composition of the blood itself was such that it interfered with the action of the nerves of respiration. However when a physician is called to relieve air hunger, his first thought now is that the heart is not doing its work properly. But as a matter of fact, the heart and lungs together, and the cause of this air hunger may be due to either heart or lungs.

Dr. Hoover of Cleveland has been pointing out that if he finds in examining the patient that the skin is warm then it is not the heart that is at fault. Because if the heart were not doing its work it would not get the blood to the surface so well. To prove this point Dr. Less, also of Cleveland, has devised a method for estimating the heat loss from the lungs.

In a normal person the heat loss by the lungs is 10 per cent of the total but where the heart is affected it may be up to 25 per cent. That means that the loss of heat by way of the skin is reduced that much and so the skin in heart ailments, where there is air hunger, is cold.

What about this for you? If you find yourself hungry for air it may be due to nervousness, or to your imagination. If there is a true air hunger it may possibly be due to obstructions in the nose and throat.

When you are really ill and are hungry for air the physician decides just whether it is heart or lungs and treats you accordingly.

DAILY SELECTIONS FOR Guardian Readers

December 7, 1926

THE EYES OF THE LORD—"For the eyes of the Lord run to and fro throughout the whole earth, to show Himself strong in the behalf of them whose heart is perfect toward Him." 2 Chron. 16:9.

PRAYER—Lord, help us to sit always before Thee, for when Thou art on our right hand we cannot be moved.

RECOGNITION

(Margaret Sangster, in the Christian Herald.)

Out of my need you come to me, O Father, Not as a Spirit, gazing from on high, Not as a wrath, gigantic in its outlines, Waiting against the tumult of the sky! Father, you come to me in threads of music, And in the blessedness of whispered mirth, And in the fragrance of frail garden flowers, When summer lies across the drowsy earth!

Out of my need you come to me, O Father, When I can scarcely see the path ahead— It is your Hand that turns the sky, at evening, Into a sea of throbbing, pulsing red— It is your call that sounds across the marshes, It is your smile that touches fields of grain,

Painting them with pale gold—it is your nearness That makes me see new beauty, after pain!

Out of my need you come to me, O Father— Not as a presence vast and great and still, But as the purple mist that clings, each morning, To the slim summit of a pine-crowned hill.

Not as a vague and awful power That urges, that hurries me along— But as a Hand that paints a lovely picture, But as a Voice that sings a tender song!

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

"THE NEW MAGNA CHARTA"
Sir,—The Patriot's efforts to magnify to amazing proportions the part played by Premier King at the London Conference are so unsuccessful that its fulsome eulogies have reached the point of the ridiculous. What do intelligent and well-informed readers think of such silly puffs as this? "Mr. King has proved himself the peer of British Statesmen"! Just think of it! Springing up with mushroom rapidity, our "great Canadian" has overshadowed the towering statesmanship of, not only, Balfour, Asquith, Lloyd George and Baldwin, of the present day, but also of Pitt, Palmerston, Gladstone and Disraeli! Hear, O ye unbelieving "Canadians" and forever hold your peace for a mighty man is among you!

This mighty man had a "crow to pick" with Lord Byn but he for- got to "pick". His original "Con- stitutional question", he was care- lessly referred to make a new law to let it alone as severely as a monkey would a live coal. Yet the Patriot says substantially, that laboring mountain and the moose. King gained his point! I am Sir, etc., READER

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