

BEST PRICES AT WORTH'S Drugstore

Princess Street Phone 82

LISTERINE Toothpaste and Brush 65c Value 39c	KRUCHEN SALTS (Giant) 69c	COMPANIA ITALIAN BALM Regular \$1.25 Today 59c
FELLOWS SYRUP HYPO- PHOSPHITES \$1.29	NUJOL Large 69c	IRON AND YEAST TABLETS 100 for 69c

Social Entertainment

HOLY NAME HALL
Tonight.
Refreshments served.
Al Blanchard's Orchestra.

L-4206

Think Change Of Diet Needed For Quintuplets

(C. P. By Guardian's Special Wire)
CALLANDER, Ont., April 27.—Mr. and Mrs. Olga Dionne said today they thought the diet of their quintuplet daughters should be changed.

They indicated they believed the 23-month-old youngsters would thrive better if fed soup made from fresh meat, mashed potatoes with a sprinkling of meat gravy, cooked vegetables, particularly carrots, rice and all the milk they desire instead of what the parents termed "greenish mush," mashed fresh fruit and oatmeal.

Replying to the parental criticisms, Dr. A. R. Dafoe said the babies' restlessness—attributed by the parents to hunger—was a direct result of their plentiful energy, an energy which has to be worked off. He said the quintuplets' poundage was being kept down purposely, because babies not burdened with excess weight are better able to resist disease.

The parents made their statements in an interview. Mrs. Dionne, who frequently presides at the noon feedings, said she has found the children turn away from their main part of the meal, the "greenish mush," although it was flavored by adding a little mashed banana.

No Dividend At Present Time

(C. P. By Guardian's Special Wire)
WINDSOR, Ont., April 27.—An announcement that the Ford Motor Company of Canada Ltd., will pay no dividend at the present time owing to the "uncertain state of affairs" existing before the federal budget is brought down, was made today at the annual meeting of shareholders.

"Ralph L. Douglas, student in engineering at Queen's University, Kingston, Ont., has taken a position with the Enamel and Heating Products Limited of Sackville, during the summer vacation. Mr. Douglas is at present spending a few days with his parents, Mr. and Mrs. L. H. Douglas, Georgetown.

BIRTHS

FLEMING—At Hope River, P.E.I., on April 7, 1936, to Mr. and Mrs. Gerald Fleming, a son, Daniel Richard.

SIMMONS—At the home of Mrs. Martin, Crapaud, April 20, 1936, to Mr. and Mrs. Everett Simmons, Crapaud, a son.

HARVEY—At the home of Mrs. Martin, Crapaud, April 27, 1936, to Mr. and Mrs. Harold Harvey, a son.

DEATHS

McLELLAN—At Edmonton, Alberta, on Tuesday, April 7th, 1936, Katherine Mesiac, widow of Thomas McLellan of Haldimand Wharf, Eldon, P. E. Island, aged 90 years.

WATTS—At Grand Tracadie, April 27, 1936, Allan Joseph Watts, aged 65 years. Funeral will take place from his late residence, Grand Tracadie, this morning at 8:40 to St. Michael's Church, Corran Ban.

Card of Thanks

Mrs. Lena Larter and Family, wish to thank those who sent flowers and Spiritual offerings during their recent sad bereavement. Also those who supplied automobiles.

L-4176-4-28-11.

Card of Thanks

Mr. Walter Ling, Wheatley River, wishes to thank his many friends for their sympathy and kindness during his recent sad bereavement. Also those who sent flowers.

L-4190-4-28-11.

N. D. MacLean

UNDERTAKER

EMBALMER

Charlottetown and North Westshore
Phone 149

The Central Guardian

CRASWELL FOR PHOTO-GRAPHS. L-3494-3-28-11.

CONFEDERATION LIFE INSURANCE. L-6788-7-12-312.

"THANK YOU DOCTOR," a rollicking comedy, Hearts Hall, Thursday, L-4201.

WATER BATES.—Persons in arrears for the current quarter are reminded that shut-off lists will be on the street Monday 27th. L-4149-4-27-21.

ONE ACT PLAYS, Hearts Memorial Hall Thursday, April 30th, at 8.15 p.m. L-4201.

FOX RANCHERS.—We have in stock the cheapest and best puppy food, Silver Tip Bread-Meat, at Dillon & Spillet. L-4023-4-24-41.

WHICH PLAY WILL WIN the competition? See for yourself. April 30th at 8.15 in Hearts Hall. L-4201.

SPRATT'S ADULT FOX BISCUITS—an ideal staple diet for adult foxes—a meat and cereal diet in its most concentrated, convenient and nutritious form. Prince Edward Island Fur Pool Limited. L-3978-4-tis-61.

LIGURIAN PLAYERS TO KINKORA.—The cast of "The Rosary," one of the best amateur productions of the past season, last evening motored to Kinkora where they presented this highly-rated drama.

THERE IS NO substitute for Spratt's Wetmeat for raising large well-furred fox pups. It contains everything necessary for health and energy, the building of frame and muscle and the promotion of plentiful lustrous fur. Prince Edward Island Fur Pool Limited. L-3978-4-tis-61.

CARS DAMAGED.—Two cars, one owned by Mr. Frank Hutchison and the other by Mr. Harry Richardson were somewhat damaged yesterday while parked in front of the Canadian National Hotel. The owners were attending Rotary luncheon, when another car crashed into them and drove off without stopping.

NEW ROAD MACHINERY ARRIVES.—New road making machinery has arrived for the Provincial Government. There are three Adams graders fitted with rubber-tired wheels. Two of these will be drawn by heavy four-wheel trucks, one for Kings and the other for Prince County. The third and largest machine, hauled by a tractor, will be used for grading the Restico road prior to the hard-surfacing.

RECEIVE SAD NEWS.—The relatives in this province of the late Robert C. Carson of Prince George, B. C. were saddened yesterday by a telegram stating that he had passed away. He is survived by his widow and several children. This is the second bereavement in this family this month, another brother, Henry C. Carson of Miami, Manitoba having died on the 2nd inst, leaving a widow to mourn. The men referred to above have resided in the western provinces for the past forty years, and were sons of the late John J. and Mrs. Carson of Brookfield this Province.

AT ROTARY.—Past President H. L. Palmer presided at the Rotary luncheon yesterday. A special effort had been made to make it a 100 per cent meeting, and the chairman of the attendance committee, Past President J. A. Webster, was congratulated by President Alf Fisher on attaining the desired result. Out of 58 members of the club, 53 registered. The other five got in their attendance at Rotary Clubs elsewhere. J. M. Murley and Phil Cobb in Amherst; Ed Myles in St. John's, Newfoundland; H. G. Rogers in St. John, N. B.; T. B. Grady, in St. Petersburg, Florida. Past President Dr. W. J. E. MacNeil, who had been in the flu, left his sick bed to get in his attendance. Rotarian A. H. Mould gave a three minute talk on vocational service. Prof. George E. Robinson, of Vancouver, was a guest. The guest speaker was Major T. E. MacNutt, who read a paper on the Siege of Malpeque, relating an incident which heretofore has not appeared in the press. The Major has been engaged for some time in looking up historical data relative to the militia of this province. His paper, enlivened by touches of humor, was greatly enjoyed by the Rotarians.

PERSONALS

Mrs. John Coulson, Kensington, was among the visitors to the City yesterday.

Miss Kathleen Miller, of Sydney, N. S., is visiting her sister, Mrs. R. R. Hurs, Pleasant Street.

Mr. James Grant, Bangor, paid a business visit to the city yesterday.

Mr. Fred Hynes, Montague, was a visitor to the city yesterday.

Rev. Fr. Earl Dalton, Charlottetown, has entered the City Hospital for treatment.

Rev. George W. Titus, of St. John, N. B., evangelist for the Churches of Christ in the Maritime Provinces, arrived in Charlottetown last evening. Rev. Mr. Titus, who had been attending a convention of delegates from the Churches of Christ in the United States and Canada.

Billers Seagrams was off 1 1/4 at 20, International Nickel dropped 1 1/4 at 46 1/2, McKinnon's gave up 1 1/4 at 41 1/2 and Ford of Canada "A" at 22 was down 1/4. Elsewhere losses were fractional.

King Cole TEA

The Royal Drink

S. J. Hungerford New Chairman C.N.R. Directors

(Continued from Page 1)

The Conservative Leader said he knew Mr. Hungerford from old days in Calgary and had a high regard for him, but temperamentally he cannot resist pressure. "The former Premier added: "He can not say no. The pressure of politicians, members and senators, is such he cannot resist the pressure of the powers that be."

LIBERAL CRITICISM

The Railway Minister made some blunt statements concerning the board of trustees—Judge Fullerton, chairman, J. E. Labelle and F. K. Morrow.

Here are some of them: "The trustees have made no real progress toward the improvement of our railway situation and they have failed to achieve any substantial cooperative economies to secure which was the principal object of their appointment."

"Internally there is much unrest among C. N. R. employees who everywhere appear to regard the trustee method of direction and control with distrust and suspicion. This is primarily due to the fact that in matters of actual management the chief operating officer with the titular rank of President (Hungerford) is subordinated to a trustee board of three laymen inexperienced in railway problems and who know nothing of actual railway practice."

"As things stand, the trustee board is responsible to no one, is apparently without ability and so far as public relations are concerned, is without even a voice."

"The powers granted to the chairman of the trustees have endowed him with practically autocratic authority, the result of which is that while you have a board of three trustees, it is really a one-man affair."

"In general, the man holding the title of President (Hungerford)—admitted one of the ablest railway executives in North America, who in his 45 years of service with Canadian Railways has risen from the lowest to the highest rung in the railway ladder—has had his powers reduced to that of adviser to the real operating head of the railway property."

Mr. Howe said it was the government's intention to appoint an outstanding representative of labor to the board. The government would have no direct representation on the board and will not return to the former practice of naming the deputy minister of railways a director. All contact between the railway and the government will be through the chairman of the board and the minister of railways.

The new set-up will be different from that of Sir Henry Thornton, Mr. Howe said. Thornton had a direct contract with the government with the railway department represented on the board by the deputy minister. The new board's contract will be continuous, not casual as before.

REVIEWS EVENTS

Mr. Bennett proceeded to a review of the events leading up to the Duff Commission's inquiry and read extracts from the commission's report. No more competent commission had ever been appointed to make an investigation, he said. The commission's report had been somewhat misconstrued because a constant effort had been made to make the people believe the conservative government was opposed to the Canadian National.

There was a school of thought in Canada which always sought to play politics with any serious problem and the Liberal opposition of a few years ago had joined that school with reference to the C. N. R., he stated. Mr. Bennett said he hoped the railway would be successful under the Liberal Government. He had hoped much more strongly it would be successful under his own government. Every sensible Canadian did the same because the success of the Canadian National was essential to Canada.

"The Minister (Mr. Howe) omitted all reference to one point," said Mr. Bennett. "He did not tell this House that railway difficulties could be solved by taking up thousands of miles of rail, by abandoning tracks. That is where politics come in. Neither the Minister nor myself can lift this question out of politics because it has been steeped in politics for 25 years."

Every time abandoning any mileage was suggested in the last five years the Liberal opposition raised a protest. They charged the government was seeking to destroy the railway.

"We cannot possibly justify the number of miles of railway that we have in this country by any economic theory that we can evolve," said Mr. Bennett.

Some had estimated 4,000 miles of railway should be abandoned. The government should consider what that meant and if it thought it could accomplish it, it was indeed optimistic.

LEAVES CHAMBER

Jean Francois Pouliot, the tempestuous Liberal member for Temiscouata, provided the real highlight of the debate when he rushed from the chamber, waving papers high above his head, rather than withdraw a statement challenged by the Conservative leader and ruled out of order by Speaker Casgrain.

The flery French-Canadian claimed the Conservative leader wrote a letter guaranteeing a \$60,000,000 loan for the Canadian Pacific Railway without consulting his cabinet colleagues.

Mr. Bennett said this was not true and wanted it withdrawn.

The Temiscouata member said the whole story came out before the House banking committee but unfortunately he did not have the report so he could quote it accurately. He was quite sure, however, his facts were correct.

The Speaker ruled he must withdraw the remark and Mr. Pouliot sparred for time.

Finance Minister Dunning suggested Mr. Pouliot obey the Speaker's ruling.

Mr. Bennett insisted on a withdrawal.

But the triple appeal had no effect on Mr. Pouliot who rushed from the chamber, his speech undelivered, shouting "I will see the book before withdrawing."

CONDEMNNS BILL

In his condemnation of the C.N.R. bill, the Conservative leader asked: "How is this country to save itself if we continue to play politics with the Canadian National?"

The report of the Duff Commission, which led to the trustee system of management, was studied and the rebellious of the members following political interference with the management. Mr. Bennett declared.

"After all, members of Parliament are human. They are thinking of their constituencies and their party fortunes. Their desire to project a branch line here and a branch line there, to extend further this line and that line, reflects the inevitable disaster that overtakes parliamentary effort to deal with a property owned by the people themselves," he warned.

Mr. Bennett could see in the bill a plan "to get back to the thin red thread of extravagance and waste, to complete subjugation of this property to political considerations and control." He feared "a state of affairs in which the railway is entrusted with responsibility at head office, unconscious if you like, that expresses itself in a desire to please those who are in office."

The railway problem could be solved only by divorcing it entirely from party politics, Mr. Bennett said, fortifying this view by excerpts from the Duff report. One of the chief troubles was too much mileage, perhaps two or three times too much and the people should realize this meant they must pay, pay and pay.

Some idea of the magnitude of the financial problem of the C.N.R., Mr. Bennett said, could be realized in the fact the people must be taxed \$1.75 each second to meet deficits and other charges. He could see no relief from this in the proposals of the government.

Unification Suggested

W. A. Walsh (Cons. Mount Royal-Montreal), said at least one member of the cabinet, Trade Minister Euclid, had advanced unification as a solution but Mr. Howe had not even mentioned it. If unification was a solution it should be adopted. The government should state its attitude. While Mr. Walsh was inclined to regard unification with favor he said he was opposed to amalgamation.

"If anyone has a thought this measure is a first step to a program of extravagance he had better dismiss the idea at once," said Mr. Howe as he closed the debate. "Nothing is further from our minds."

There was no royal road to solution of the railway problem and that was the reason the government had not put its bill forward as a solution. The basis of trustee system was co-operation and co-operation had been tried for three years and found wanting.

In 1934 the government had to find \$56,000,000 to meet C.N.R. deficits and in 1935, despite an increase in revenues, \$55,000,000.

This year the railway budget called for a deficit of \$56,000,000, but Mr. Howe said he had called the trustees to Ottawa and asked them to take a more optimistic view. As a result the budget was cut down.

"SIEGE" OF MALPEQUE RECOUNTED

The story of Prince Edward Island's Militia Law of 1789 and the difficulty of enforcement it met in some quarters of the colony, known at that time as the Island of St. John's, was told yesterday by Major T. E. MacNutt, at the Rotary Club luncheon meeting.

During the course of his address Major MacNutt, with Governor Manning's "siege" of Malpeque which is not to be found in any history book.

The militia law which called upon all male residents of the colony between the ages of 16 and 60 to "bear arms and duly attend all musters and military exercises" was passed toward the close of the American Revolutionary War for the protection of inhabitants of the Island and their property. On several occasions, Major MacNutt recounted, there had been raids on the colony by revolutionary ships, Charlottetown and St. Peter's Bay had been raided.

When the war was over the raids ceased, but the law of 1789 continued to be enforced. With the return of peace the people began to think the system was a burden and the military training was unnecessary," Major MacNutt told.

The colonists then refused to muster for military exercise in some parts of the island. Others agreed to muster on condition they would be given free lands granted the people of Nova Scotia at that time.

"The residents of Malpeque appear to have been perhaps the greatest offenders in their refusal to muster," according to the Major. A report from Colonel Joseph Robinson to Governor Fanning in 1807 stated that residents of Malpeque had decided against military training unless "I would give them the same conditions with respect to lands, as the people in Nova Scotia, and keep them clear of taxes."

Governor Fanning temporarily settled the trouble at Malpeque by arriving there one evening with a detachment of Light Horse, and his show of force surprised by his stern assurances, not only of their sincere contrition for the past misconduct but also of their ready and willing obedience in future to the Militia Laws," a despatch in 1797 to the Duke of Portland declared.

The inhabitants in a short time had forgotten contrition and their promises to be good, however, and they became rebellious to the Militia Law again and more. Their refusal again to turn out for musters brought about a Lot 18 resident named Alex Stewart called the "siege" of Malpeque when he gave evidence before the Land Commission's Court of 1800.

Stewart's story is believed by Major MacNutt, to be "probably exaggerated in at least some respects."

When he testified before the court, the Lot 18 resident told Commissioner Joseph Howe he could "state facts which would astonish you. Among other things, the siege of Malpeque was remarkable," he said.

Howe told Stewart he had "heard about the siege of Derry" and asked about the siege the witness mentioned.

Stewart recounted that in 1802 Governor Fanning had issued orders for a muster of militia which was disregarded by residents of Malpeque. "The Governor being indignant at their disobedience," he said, "forthwith ordered a detachment of soldiers and others to accompany him to Malpeque. On his arrival there, not a man was to be found, all had fled to the woods."

"After remaining some days and threatening what he would do, if he could not take them, the people not making their appearance, he had at last to pledge himself to do them no injury providing they would muster."

"Having been made acquainted with these promises, they immediately came and mustered."

"The Governor being asked if they might dismiss," replied, that they might go to hell."

When the Governor returned to Charlottetown, Stewart told the commissioners, "he drew up a despatch representing the whole island as in a state of rebellion, and that he had besieged Malpeque, and completely subdued them. He at the same time gave a list of the killed and wounded, accompanying it with a draft for no inconsiderable amount to defray the expense of the siege."

"One of the officers, who was represented as being wounded, but who merely got his trousers torn on his way thither, applied for, and received a pension," the Lot 18 resident concluded his story.

To Late To Classify

WANTED.—HEATED ROOM with grate. Write "AX," c.o. Guardian. L-4157

FOR SALE.—BUICK 1930 COUPE special, perfect running condition. Apply Guardian. L-4161

WANTED.—AN EXPERIENCED housekeeper. Apply in person 183 Queen St. L-4163

A BAD COLD?

Colds just don't come too bad to enjoy smoking . . . when you light up a Spud, the original menthol-cooled cigarette. Spud cat always be depended on for a clean-tasting, satisfying smoke . . . from morning to night. A refreshing change for your cough-racked throat. And when your cold is over, you'll find you've discovered a brand-new pleasure in cigarette enjoyment. 10 for 10¢. 25 for 25¢. Cork Tip or Plain. Also, Spud Fine-cut Tobacco for rolling your own, 10¢ the package.

Destruction Of Addis Ababa

(Continued on Page 3)

pledge allegiance to Italy. They warned that resistance was useless, asserting Italy already has captured the entire northern half of Ethiopia.

An appeal to women of the world was issued by Princess Tshai, urging them "to join together and get something done before it is too late."

"Italy's use of poison gas is the supreme test of humanity," continued the princess. "If you let it go unopposed, all are doomed. We will fight to the last breath and to the last inch, but if we fail, civilization will be destroyed."

Appeals to Herriot
LYON, France, April 27.—Edouard Herriot, former premier of France, agreed tonight to seek to end Italy's alleged use of poison gas in Ethiopia after an appeal from the daughter of Emperor Haile Selassie. Princess Tshai urged Herriot to intercede as a representative of "better humanity."

The former premier, who himself is struggling for re-election to the Chamber of Deputies, announced he would ask the French government to act.

The Princess' appeal came in a telegram to Herriot.

ENTERTAINING PRELIMINARY PROGRAM AT HEARING I.O.O.F. HALL YESTERDAY

Pageant "Romance of the Year" Is Presented to Appreciative Audience.

A colorful and excellently acted pageant, "The Romance of the Year," was presented in the Oddfellows Hall last night to a very appreciative audience. The pageant was directed by Mrs. Ruby M. Houle, past president of the Rebekah Assembly.

The performance depicted the march of the months past. Old Father Time, Brother Merton Whitlock took the part of Father Time and with the scythe and long grey beard looked the part of "Time" as conceived by popular fancy. Each month, beginning with January, was represented by some characteristic of the month.

Vocal selections and instrumental music did much to add to the success of the pageant. The pianists were sisters Kathleen McNeil and Helen McEachern, and violinists, Miss Thelma Teed, Prof. Roy Kendall accompanied the vocalists.

The performance opened with a scene depicting a dance where the merry-makers were watching the old year out and the new year in. The reader was Sister Jacqueline Macdonald, assisted by a number of Oddfellows and Rebekahs. The act was composed of Messrs Albert Dennis, Harry Craswell, Peter Small, Lyle Robison, Gordon MacMillan, Malcolm MacKinnon and Harry Yorston.

In March St. Patrick's Day was the central idea stressed. The reader was Sister Ethel Sutherland. "Believe Me if All Those Endearing Young Charms" was rendered by a mixed octette composed of Miss F. M. Nash, Miss Margaret Sterns, Miss Berna Huestis, Miss Marie Mutch, and Messrs. Lyle Robison, Albert Dennis, Peter Small and James Calder.

The founding of the Oddfellow Order in Maryland in April 1819 was depicted in the scene representing April in the pageant. Sister Emily Platts was the reader. Miss Jean Fraser sang "April Showers."

The crowning of the May Queen was featured in representing the month of May. Sister Eunice Storey was the reader. The May Queen was attended by heralds, flower girls and garland girls. The costumes in this scene were especially rich looking.

June was shown as the month of brides and roses. Mr. Harry Craswell sang "The Belle of St. Mary's," Sister Alberta Paterson was the reader.

A patriotic drill very cleverly executed depicted the month of July. Sister Bertie Stewart was the reader.

August was represented as the harvest month. A well acted scene depicted the gleaners in the Field of Boaz. Mrs. F. M. Nash sang "The Plea of Ruth." Sister Agnes Clements was the reader.

The founding of the Rebekah Order which took place in September was used as the representative event in that month. Sister Jean Crockett was the reader, and Sister Jacqueline Macdonald sang "Sincerity."

October, the autumn month, was featured by a solo "Tosky Good-bye," beautifully rendered by Miss Margaret Sterns. Sister Isabel Diamond was the reader.

November, the Armistice month, was represented by the Done of Peace. Bro. John Hearn gave as a reading "In Flanders Fields." "O God Our Help in Ages Past" was sung by Bro. James Calder. Sister Tony Huestis was the reader.

December was designated as Christmas month. A group of Oddfellows and Rebekahs sang "Holy Night, Silent Night." Sister Helen Aorn was the reader.

The singing of "Abide With Me" by all who took part in the program followed by "God Save the King" brought the delightful evening's entertainment to a close.

Four Witnesses Examined in Manslaughter Case—Hearing Resumes Today.

Preliminary hearing of Mr. Russell Abbott of Charlottetown on a charge of manslaughter arising from the death of Mrs. Mary Johnson after a railroad crossing collision a week ago, opened yesterday before Stipendiary Magistrate K. M. Martin.

The manslaughter charge against Abbott was laid Wednesday. Mrs. Johnson died in hospital less than 24 hours after she suffered a fractured skull when an automobile driven by Abbott collided with a Canadian National Railway yard-shunting engine at Grafton Street crossing.

Freeman Richard Dougan, engine-man Charles Coyle and yard foreman William Jay, all members of the crew of the train in the collision were heard yesterday as evidence was taken. Dr. Tidmarsh also testified.

Dougan, the first witness, said the yard-engine pulling a freight car was backing westward away from Charlottetown station and was on Grafton Street railroad crossing when the collision occurred.

The crossing bell was ringing and the locomotive had whistled as it approached the crossing. He had just given the "OK" signal to engine-man Charles Coyle and yard foreman William Jay, all members of the crew of the train in the collision were heard yesterday as evidence was taken. Dr. Tidmarsh also testified.

The tender of the locomotive was half-way across the intersection when the crash occurred. The automobile was pushed only a few feet by the train before it was brought to a stop by engine-man Coyle. The fireman said the tender carried the regulation white light which was burning at the time. Grafton Street crossing was within Charlottetown railroad yard limits. The time of the collision was 10:55 p. m., April 20.

Engineer Coyle testified he was warned of the approach of the automobile by fireman Dougan. The witness said when he looked back he could see part of the automobile on the steps of the tender and he applied the brakes immediately. The 110-ton locomotive stopped in seven or eight feet, he testified.

Dr. F. W. Tidmarsh told the hearing he had treated Mrs. Johnson, victim of the accident. Her death had been caused by a fractured skull.

The hearing adjourned until today.

Mr. D. Edgar Shaw, K.C., appeared for the Crown. Mr. R. R. Bell for the accused, and Mr. J. O. Campbell for the railway.