

The Charlottetown Guardian

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WEDNESDAY, JANUARY 13, 1937

Historic Acadia

Prince Edward Islanders do not need to be told that Acadia, centuries ago, included what is now this province as well as Nova Scotia, New Brunswick, and parts of Maine, Quebec, and Newfoundland.

The first legal use of the word Acadia occurred in the text of a commission (1603) issued by DE MONTS as vice-royalty in the countries of "La Cadia." Linguists disagree: some find its origin in the Indian Shubenacutic, but the consensus of scholarly opinion seems to favour a Greek derivation.

In the Miqwaic language, the Maritime Provinces were not Acadia but "Magamaage," meaning land of true men, the Miqwaes themselves.

Oysters in The London Market

Canadian oyster producers are again showing interest in the London market, due probably to the revival of production in Canada, writes Mr. H. L. BROWN, Assistant Trade Commissioner in London, in the forthcoming issue of the Commercial Intelligence Journal.

Although half the volume imported in 1934 was from the United States, the value of that quantity was little more than one-eighth of the total value. In entering this market, Canadian exporters should endeavour to establish such names as Malpeque, Bras d'Or, etc., as indicating definite variations of Canadian oyster, names which might in time enjoy the value of a brand or trade-mark.

Bennett's Wheat Policy Vindicated

It is announced from Ottawa that wheat shipments from Canada for the first four months of the current year have totalled 109,477,711 bushels, a quantity 2,100,000 bushels greater than the average August-November shipments of the ten-year period.

Though prices were going up, when he made his budget speech last May, Mr. DENNING made provision for an estimated loss of \$15,834,000 on the Wheat Board's holdings. Now the Wheat Board estimate a loss of \$11,858,104, though this is not conclusive, it is stated on good authority, at Winnipeg that there will be a saving of millions more before the end of the crop year.

This cheering news is a striking justification of the policy which the BENNETT GOVERNMENT followed through Mr. JOHN McFARLAND followed during the worst years of the depression and in the face of constant criticism. That policy was to sell Canadian wheat on a quality basis.

As the Vancouver Province (Independent) says: "The credit—and no small credit either—is due to Mr. McFARLAND and Mr. BENNETT, who shouldered the heavens suspended during the fateful years and who made certain that, when prices did begin to go up, Canada should have wheat to sell on the rising market."

which their traducers employed against them, but had flung Canada's wheat on the market for what it would fetch, they would not only have sent prices to the depths and ruined the farmer; they would have made it impossible to recover the loss suffered. They would have denuded Canada of wheat and there would be none but the current crop to sell at today's high prices."

Editorial Notes

This is the birthday of Prince Arthur of Connaught.

It is ominous when active Naval Commanders and active Army Generals meet to count ships and men in the vicinity of Spain.

Can so-called civilization reach a lower ebb than that in which, for the sake of filthy lucre, a child is stolen, cruelly beaten, and then foully murdered!

The City Council will make no mistake, and receive general commendation, if they prosecute those who make false returns in their registration for relief.

The first of New York's new driver's licenses good for three years to be issued after a road test was sent out by Bureau of Motor Vehicles to Professor George Prefontaine, of the University of Montreal. The license, for which a \$2 fee was charged, was sent to the professor at the Hotel Bristol, where he was stopping while on his way south.

Mayor Adhemard Raynault was last week sworn in as Chief Magistrate of Montreal by City Clerk Etienne Gauthier immediately following the end of a judicial recount which confirmed his election, Dec. 15. Mr. Raynault's majority over former Mayor Camillien Houde was increased by 44 votes, from 3,880 to 3,924, in the recount made before Mr. Justice Lazure. It is still open to Mr. Houde to contest the election on alleged irregularities, but the feeling in Montreal is that the city should be allowed to settle down to business without further delay.

A balanced budget, says the Montreal Gazette, is desirable principally for the conservation of public credit, but there is the perplexing proposition that while the public credit may be conserved in one place the process may mean impairment in another. It seems to come down to a question as to how far it may be possible to divide the national credit into separate water-tight compartments, and, if this be not possible how far the Federal Government can go without prejudicing its own position at a time when very extensive financing is under consideration.

Fort Belvedere, which was the Windsor Forest home of the Duke of Windsor when he was Prince of Wales and King Edward VIII, has been stripped of all its furniture and fittings and will remain empty until King George VI has decided on its future. All of the furniture has been removed to Windsor Castle, where it will be stored until the Duke may require it. While it is thought in some quarters that Fort Belvedere ultimately will become the country home of the Duke and Duchess of Gloucester, another theory is that the King will offer it to a high official of the crown.

A cheque for \$10,000, a New Year's grant from the province of Quebec to Macdonald College, has just been handed to Dr. W. H. Brittain, head of the college, by Hon. Bona Dussault, provincial Minister of Agriculture. The money will be used for research. Presentation was made at a dinner in the college hall given by the Governors and Senate of McGill University to Premier Maurice Duplessis and some of the members of his Cabinet. It was the first occasion on which a Premier of the province had been entertained by McGill.

Premier King's unwillingness to jeopardize the chances of extending the present treaty with the United States by meeting a British request for frozen preferences in the Anglo-Canadian trade agreement now in process of revision, is delaying this otherwise completed pact. Rt. Hon. Walter Runciman, president of the British Board of Trade, will visit Ottawa in a fortnight, ostensibly for private reasons but, actually, it is reported, to iron out this difficulty. The British negotiations claim that their preferred position under the agreement with Canada, made in Ottawa in 1932 was weakened by the Canadian-American treaty, which came into effect last January. They want a guaranteed margin of preference in the agreement which is to succeed the 1932 pact. This the King Government is unwilling to do, if it can avoid it. The reason is partly Prime Minister King's often declared opposition to restrictive pacts, and partly, it is understood, his hope that the present Canadian-American trade treaty may be extended.

The Nazi newspaper, "Der Engriff" of Berlin has created annoyance in New York by declaring the "real elite" of New York society, in this January, 1937, is composed of "the upper 400; while the majority of other 34,500 names" in the "Social Register" for New York "are selected, as the American man in the street would put it, from a more or less second-rate 'post-war' society." "Der Engriff" is the organ of Dr. Paul Joseph Goebbels, Nazi Minister of Propaganda and Public Enlightenment. The article, entitled "Dollar Aristocracy" covers more than half a page, and with it is a picture of a smartly dressed American girl, the caption reading: "The daughters of the dollar aristocracy must not miss any fashionable novelty, since dressing up is, after all, a more important point in the daily program." The references to "dollar aristocracy" became clear when "Der Engriff" explains that acceptance in the "Social Register" in the post-war period has been dependent "primarily on whether the candidate has sufficient money to be able to afford the same social luxuries as other members—a yearly income of \$20,000 or upward, as a rule, guarantee acceptance."

Notes By The Way

Canadian motorists are to take part in a motorcade for the Coronation in London on May 12, and this is expected to be the first of a series of good will tours. As British motorists started the wheels rolling in Canada last summer, it is on fair that Canadians should reciprocate by going to the Kingdom next summer. Such events promote friendship, and the world needs plenty of that just now.—Montreal Gazette.

Many seem to think that "back to 1929" is a sufficiently inspiring goal for statesmen to aim at. But the fact is that can be said for 1929 prosperity is that it was better than 1936 depression. The fact is that 1929 was far from healthy in an economic sense. . . . The United States—and this country—ought to go forward to something better, and something better than any plans to re-distribute existing incomes can provide.—Ottawa Citizen.

Periodically the Postal Department publishes reports on the amount of air-mail carried in Canada which cause surprise. The latest of these announcements that one had a quarter million pounds of mail will be flown in this country by the end of this year, an increase of more than thirty per cent over the year and about double the total amount carried only two years ago.—Montreal Star.

Something tells us that we are going to read articles and hear radio broadcasts in the coming year about "the inexorable law of supply and demand." The inexorable law of supply and demand is a matter polite people do not discuss when industry asks higher tariffs to interfere with international supply and demand, or re-axing of the anti-trust laws so that they can interfere with domestic supply and demand. "The inexorable law" is trotted out whenever labour tries to exercise the same right of organization that business does, or to seek protection for wages as business seeks protection for profits by tariff and fair trade laws.—New York Post.

"England's plan, is that with her resources and money she can out-build any combination of enemies and either prove to them how ruinous armament races are or smash them down by overwhelming numbers if force is substituted for reason. So her factories are now singing night and day; you can't buy a commercial plane in England today."—Colliers.

Here's a brain twister for you. The American Sociological Association was told by Professor W. P. Meroyne, of Baylor University, that: "Superordination of the husband and subordination of the wife are the two most important and what the majority of women still want and expect." We are told that in plain and simple language all these words simply mean women still have no objection to odd beatings from their husbands.—Windsor Star.

In Canada we should take measure how to forestall another disaster. We are more dependent upon outside influences than are many countries, but steps should be taken in times of prosperity to prepare for the inevitable rainy day. Fortunately Canada never sees run to the extremes of the United States, and our returning prosperity is doubtless on a sounder basis, particularly as we have the resources—agricultural, timber and mineral—the world needs today.—London Free Press.

Minister of Transport Howe has served notice that exploitation of the investing public by aviation companies, and the over-development of flying services, will not be permitted. Stirred to action by indications that what happened in our railway story twenty-five years ago threatens to happen in our aviation story, he warns concerns chiefly interested in "the stock market aspect of company promotion, their 'high pressure salesmanship' will not be permitted to load up aviation with more transport companies than air traffic can justify.—Ottawa Journal.

The Russian newspaper Pravda, chief organ of the Communist party in Soviet Russia, intimates that Russian authors who fail to produce new works and who live on royalties from past efforts, will come under official scrutiny. It is even hinted that an author who lives on such royalties may be classified as a capitalist.—New York Sun.

If the sun were a tennis ball, the earth could be represented by a globe of sand 23 feet away. If these two objects were placed at, say the Dominion observatory in Ottawa, the nearest star, reduced to the same scale, would be another tennis ball, as far distant as Winnipeg.—Ottawa Citizen.

Thousands of years ago, retreating northward with the ice, the mammoths of Europe made a last stand in Siberia. Countless numbers bogged in the soft, icy marshes, were frozen in the unthawing soil. They are occasionally discovered now, perfectly preserved, for more than 10,000 years in nature's refrigerator. The hide, hair, flesh, even the remains of undigested meals in their stomachs; bunches of moss, grass, sedges and wild thyme unchewed in their mouths. Siberian farmers cut off chunks of red flesh to feed their dogs.—Literary Digest.

In the old days, the danger to peace lay in the ambitions of two sets of allies holding the "balance of power." Today, the danger lies in the ambitions of dictators eager to pit their systems against others. The tragic part is that in the noise and clash of the absolutists shouting their wares, the voice of the third system—democracy—is drowned. The problem is how to let the voice of democracy be heard—and that is difficult.—Ottawa Citizen.

Central Canada has some natural advantages which have made it the

That Body of Ours

By James W. Barton, M.D.

THE TREATMENT THAT RELIEVES MIGRAINE-ONE-SIDED HEADACHE

Any one who suffers, or has a loved one who suffers, with migraine-one-sided headache will eagerly grasp at anything that will relieve this terrible headache, which is usually accompanied by nausea and vomiting.

Some idea of the number who suffer with migraine and some slight idea of the extent of this suffering may be gathered from the fact that when the research department of one hospital offered to treat and investigate migraine, over seven hundred sufferers were willing to enter hospital to obtain relief.

That food and other substances are factors in causing the attacks, and also mental and physical fatigue, is now agreed, but no one definite cause for this distressing ailment has been discovered.

However, just as pernicious anaemia patients can be kept alive by liver and liver extracts and diabetics enabled to live a normal life by the use of insulin, so it would appear that a remedy that will relieve attacks of migraine is now available for these sufferers.

Dr. Mary E. O'Sullivan, New York, in the Journal of the American Medical Association records the "Termination or Stopping of One Thousand Attacks of Migraine with Ergotamine Tartrate." This work was done at the Bellevue Hospital under the direction of Dr. Foster Kennedy.

We have now used ergotamine tartrate over a two year period, administering the drug for the relief of 1,132 headaches in ninety-seven patients—78 females and 19 males, with ages varying from 11 to 51 years.

All but eight of the ninety-seven patients were benefited. It completely checked 1042 headaches (episodes) in eighty-nine persons. It was found that the ergotamine tartrate was not a cure for migraine nor would it prevent attacks, but it never failed to stop the attacks in 92 percent of the cases, and the doses did not have to be increased. The length of time required to bring relief was from fifteen minutes to five hours as compared with one or two days without this treatment.

"Any disease that will incapacitate an adult, interfering with his work for a day or more from one to four times a month, is a definite economic liability. Eighty-four persons in this series suffered from migraine attacks at least once a month or more."

PUBLIC FORUM

This column is open for the discussion by correspondents of questions of interest to the Charlottetown Guardian and we necessarily endorse the opinions of correspondents.

ALEWIVES

Sir,—We see in a recent issue of an evening paper where alewives are being put to a new use, "feed for fry," and that they are found in abundance in some of the larger provinces, according to Mr. H. H. Cox.

I remember as a boy, over forty years ago, along with others standing on the old "floating bridge" at Morell, and alewives were so thick they were almost pushing each other out of the water, and we thought it sport to reach over and catch them with our hands.

They must have been thought to be of value even in those days, and to have been protected, as I remember "Dingwell," the fish warden, coming along with his little horse and sulky and warning us not to catch them.

A few years ago the Federal Government thought them worth digging a canal for, through swamp and barrens, for upwards of a mile from Tracadie Bay to Point De Roche pond, when their natural course to and from the north side got sanded up, and where they are still being caught by the car load and sold through the Island for fox feed.

The fisheries report for the province gives them a place rather low. I judge, in most places, knowing the large amount used for fox feed, as well as stored, for fox feed.

Of course we usually call them by their common name of gasperaux, but we were always under the impression, perhaps wrongly, that they were the same fish.

FISHERMAN.

Industrial and financial centre for the time being, it has three-fifths of the population, and if it represents a preponderance of the country's wealth it contributes proportionately to the country's revenue. Rightly or wrongly, it is accused of influencing governmental fiscal policies to the detriment of other sections.—Toronto Globe and Mail.

"There is nothing connected with the Press that has ever got me into such great trouble as the accuracy of the reports of what I have said," confides Lord Derby. And such admirable honesty and candour is worthy of a place in the records.—St. Catherine's Standard.

The federal writers' project has started work on a 5,000,000-word history of New York City. The story of creation was written in 700 words—but not at government expense.—New Yorker.

Highlights Of Research, 1936

A Brief Review of the Year's Work in the National Research Council, Ottawa

MECHANICAL ENGINEERING

In the Division of Mechanical Engineering, which includes the aeronautical laboratories, a great deal of the work done to date has been in the calibration and routine testing of apparatus, but gradually, as additional facilities are provided, the work is being expanded and investigations of a more fundamental nature are being undertaken.

During the year the snow resistance of aircraft skis was thoroughly investigated. It was found that most of this resistance is due to solid rubbing friction and that the shape of the ski is of secondary importance. Experimental work showed that by treating the surface of a wooden ski with a suitable wax preparation the resistance to friction could be very greatly reduced, and that much better performance could be obtained from metal skis so treated than from any metal surface. Information obtained in the course of this investigation has yielded results that have been useful in improving the design of snow sleds that are now being developed on an extensive commercial scale in the Canadian West.

At the request of the Department of National Defence a study is being made of the stalling of heavily tapered wings as used on modern aircraft. The theoretical part of the investigation was completed early in the year; models have been built and experimental work is proceeding.

As part of a study of stressed skin construction, as used in modern aircraft, strength tests are being made of full scale aircraft floats under the two conditions of loading corresponding to the so-called two-wave condition and the bow-landing condition.

Work is proceeding on the design of a windmill that will operate in light winds and thus be suitable for use in the development of electric power on farms. The ordinary types have been tested and an efficient form has been developed.

In the model-testing basin work was completed during the year on models for two 120-ft. twin diesel patrol boats for the Royal Canadian Mounted Police. On the basis of the experimental data obtained, modifications in the original design were suggested which greatly improved the actual speed attainable by these vessels. The two craft have been built and put into service. Previous to the establishment of the National Research Laboratories and the building of the model-testing basin it would have been necessary to send the plans or models to stations either in the United States or the United Kingdom in order to have this work done.

(To Be Continued)

The Poet's Corner

CRUSADE

The Kings come riding back from the Crusade, The purple Kings and all their mounted men They fill the street with clamorous cavalcade. The Kings have broken down the Saracen. Singing a great song of the eastern wars, In crimson ships across the sea they came, With crimson sails and diamonded flags.

That made the Mediterranean flash with flame. And reading how, in that far month, the ranks Formed on the edge of the desert, armoured all, I wish to God that I had been with them.

When the first Norman leapt upon the wall, And Godfrey led the foremost of the Franks, And young BARRISAN stood wed Jerusalem.

—Hilaire Belloc.

Coronation Prices Rise

Those fortunate Londoners who occupy residences or business premises along the route of the coming Coronation procession already are looking forward to reaping a rare harvest therefrom, and seats at windows now can be booked at from \$20 up, per person.

This is not much above the market price for recent Coronations, but in earlier advance on rates paid in earlier days.

On the occasion of the crowning of Edward I, for instance, London historians record, seats could be bought at four for a cent.

Even at the Coronation of the second Edward, our bias and sophisticated ancestors would pay no more than half a cent for a seat from which to view the procession, through the same ceremony performed for his son, Edward III, brought a cent a seat.

From the time there was a steady rise in prices. At Richard II's accession two cents was the charge, which remained the same when Henry IV came to the Throne.

Henry V's procession was considered worth four cents, so were those of Henry VI and Edward IV; but by the time "bluff King Hal"—Henry VIII—was crowned the cost of a seat had risen to eight cents. The populace refused to pay more for the shows put on on behalf of Edward VI and Queen Mary; but at the Coronation of Elizabeth the people willingly paid from twelve to twenty-four cents.

Money must have become more plentiful in the time of James I and Charles I, for twenty-five cents was the standard price for seats on the

procession route of each. Crowds rejoicing at the return of the monarchy paid sixty cents to see the Coronation parade of Charles II, and the price was kept at the level for James II.

Londoners paid a dollar and a quarter for a route-side seat at the Coronation of William and Anne, as well as at that of George I; but for no very good reason this price was doubled when George II came to the Throne.

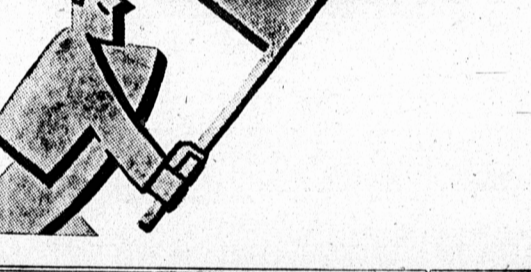
It was at the Coronation of George III that the people began to feel royal prices for a royal procession, many of them paying from a dollar to twenty dollars for the privilege of viewing it from window or grandstand.

Since then the average price for a good seat has been about twenty dollars. Whether or not a new record will be set at the approaching ceremony remains to be seen.



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The Banks And The Public (Winnipeg Free Press) Recognition by the banking interests of the desirability of closer contacts with the public is shown by the appointment of a public relations adviser by the Canadian Bankers' Association. The banks have been rather Olympian in their attitude towards the public in the past; and they have paid for their aloofness in many ways, particularly in the spread, during these years of stress, of grotesque ideas about the functions of these institutions and the part they play in the economy of the country. It is a position calling for knowledge and experience; and it is not surprising that the bank in looking about for a suitable person to fill it should have turned to journalism.

THE 2 MACS DRUGSTORE