

CHARLOTTETOWN GUARDIAN

WEDNESDAY, JANUARY 7, 1931

Reassuring Statements

Confidence in Canada's ability to emerge successfully from the general depression of the past year is expressed by many leading authorities in the Montreal Gazette's commercial and financial review for the year 1930 just received.

"Taking Oom lightly rather than with too dark a significance, we might say 'The moving finger writes, and having writ, moves on.'"

The same encouraging note is struck by Mr. E. W. Beatty, president of the Canadian Pacific Railway, who predicts that, given a good crop, the West within another year will have measurably progressed towards a profitable readjustment of its chief industry in line with new world wheat market conditions that are gradually being shaped.

"The vision of the Canadian's next fifty years is to the imagination the most inspiring thing I know, nor for the nearer future need there be any painful apprehension. Evidence of improvement are already observable and I have no doubt that they will become more strikingly so as the coming year passes. They may be accompanied by some changes in business and industrial competitive measures, but in none of them will conditions exist such as the resourcefulness of the Canadian people cannot successfully meet.

"Already," writes Hon. H. H. Stevens, Minister of Trade and Commerce, in his article in the Gazette review on Canadian business and industry, "the depression has been going on for some fifteen months and would appear to have fairly spent its force."

Germany has fared better than England and France in retaining her great figures in the war, Hindenburg and Ludendorff still being in the land of the living.

A plan outlined by President T. B. Macaulay of the Sun Life Assurance Company of Canada for the cure of the existing business depression, has attracted keen interest in American financial circles and is cordially approved by the Wall Street Journal.

Strong emphasis upon the importance of general mental training in schools and colleges, in addition to specialized education, was placed by Sir William Mulock, Chief Justice of Ontario and Chancellor of the University of Toronto, in a recent address. Sir William's reference to this subject well merits quotation. He says: "It is the lot of man to eat bread by the sweat of his face; to daily strive to provide for today and tomorrow; to be the cause of his own success, and then to be the cause of the success of others."

Notes by the Way

Alluded light has been cast upon our modern primary school system by an examination recently held in Ottawa of children leaving the primary school for entrance into the collegiate. The pupils were examined in reading, writing and spelling. 349 pupils of the first form had a special test, out of which 68 emerged with the rank of good, 107 as fair, 91 as poor, and 85 as bad.

Before the war, early to bed was the rule here, today it is the exception. Similarly in the old country the habit has grown until people of light and leading have called a halt.

Lord Malcolm Douglas-Hamilton, Lord Clyde's flying brother, who is stationed in the Edinburgh district, has also joined this organization.

None of the manifold triumphs of aviation, says the New York Herald Tribune, makes quite the appeal of the achievement which has now been reported before the American Association for the Advancement of Science.

London Truth keeps up its attacks upon the new Canadian High Commissioner. A Toronto exchange recalls that forty years ago the same trustworthy journal pronounced Canada to be a fraud and the Canadian Pacific Railway a swindle.

Such a choice is a tribute to the man and to the Empire as a whole, and proves once more that the splendid qualities of the Jewish people find their fullest outlet in their adopted British citizenship.

For the legion of Canadians who know London there is a piquant bit of news in the cable dispatch reporting that Whitehall, that historic thoroughfare which connects Charing Cross with Parliament street, is to be largely rebuilt at a cost of some ten million dollars, and according to plans which will permit the rebuilding of several historic houses and the cultivation of public gardens.

In themselves things are neither great nor small, and when we say the Universe is vast we speak purely from a human standpoint. If it were suddenly reduced to the dimensions of a hazelnut, all things keeping their relative proportions, we should know nothing of the change.— Anatole France.

That Body of Ours



By James W. Barton, M.D. WHAT ABOUT ADENOIDS

You are reading from time to time about tonsils, about their danger to the general health. You read also about the mistake that parents are making in having their children's tonsils removed because after all the tonsils are really put there to overcome the harmful organisms.

As mentioned before, healthy tonsils, even large tonsils, should not be disturbed, unless they are interfering seriously with breathing or hearing. Infected tonsils, tonsils so full of infection that they are not really doing their work of filtering out poisons should be removed if treatment fails to restore them to a normal condition.

But what about adenoids, those little growths of tissue in the back of the nose and throat. Just as the tonsils have been investigated so also have these adenoid growths and the public health services of various countries are now giving their reports of these investigations. The reports from some of these large European cities is most interesting. In Milan 55,000 pupils were examined and 13 per cent had adenoids; in Naples 25,000 were examined and 17 per cent had adenoids.

And yet the number that required surgical treatment was only 2 1/2 per cent. In Naples the question of whether adenoids made the children backward in school was fully investigated. What did it show? That children with adenoids of medium severity were one to two years behind in the primary grades, and with severe adenoids they were two and three years behind.

The removal of the adenoids has resulted time after time in the improvement mentally of youngsters. Their improvement in school has been most pronounced. From being considered stupid, they have become in many cases normal.

Parents then should think over this matter of adenoids, remembering that small masses of adenoid tissue are not likely to be doing any harm, but that large masses can interfere with proper breathing, spoil the tone of the voice, and make the child nervous. It is gratifying to know that this matter of adenoids is being so thoroughly investigated and the treatment, surgical or non-surgical, put upon a sound basis.

Machines and Men

Is the mechanization of industry, agriculture, and commerce displacing man-power? This challenge, heard before, is uppermost now in debate on unemployment. Whether labor-saving machinery actually means fewer jobs is debatable. Yet it is worth while to consider the following information, carefully compiled, believed to be authoritative: In Saskatchewan there are 41,104 farm tractors; practically one for every three farms. In addition to the tractor there is the combine harvester. In 1926 there were 148 combines in Saskatchewan; in 1927, 782; in 1928, 2,679; and, in 1929, 2,279.

Figures for Manitoba and Alberta are not available, but it is safe to say that there has been a comparative increase in the use of these machines on the farms in these provinces. One power shovel today can excavate as much dirt on a city street as it required 200 unskilled laborers to shovel 30 years ago.

Twenty years ago all glass tubes were made by glass blowers. Today one machine makes as many as did 600 of these skilled men then. The bottle-making machine increased the output per man from 45 to 950 bottles per hour.

Ten years ago an automatic machine for the making of electric light bulbs was invented which produced 73,000 in 24 hours; formerly one man could make 57 in a day. Recent improvements so increase this productivity that each machine displaces 2,000 workers.

The strip mining of coal has produced a power shovel that lifts a ton at a time, dumps it in cars and returns for a second bite in three-quarters of a minute. A dough-mixer and one man do the work of 20 bakers. One girl with a rib cutting (clothing) machine does the work of 25 cutters; with a button-hole machine that of 50.

The last machine enables one man to do the work of 10 shoe-makers; machines now do 90 per cent of the work of making a shoe. The cart machine does the work of 10 hand wrappers. One operator of an open hearth churning machine does the work of 40 workers. With a cigar making machine one man does the work of 15. A pig-casting machine with seven operators took the place of 60 workers.

Two men do the work of eight, helped by an automatic steker. An automatic conveyor enables 12 men to do the work of 150. The Boston and Maine Railway has installed a mechanical device by which one or three men will switch as many cars as 400 previously set about the yard.

The discophone makes it possible for two typists to do the work of nine stenographers. A cheque-writing machine that does the work of six clerks is in successful use. It writes a cheque every minute. The magnetic crane operated by two men replaces 128. Twelve men, operating a crane take the place of 37 in pouring molten metal.

An automatic butter wrapping and card printing machine will wrap in quarter portions and put cartons on more than six tons of butter in eight hours. In modern steel making eight men turn out 100 tons where formerly they turned out 5 1-2 tons.

A big excavating machine is now at work that will lift 15 tons of earth at a time and carry it a city block or even lift it to the height of a 10-storey building with no other help than two hands to pull levers. The making of books is now done by machines. In one bindery 60,000 are bound, boxed and shipped in one day. The dial telephone reduces the operating force to one-third. It is estimated that under old hand methods it would require 1,000,000 men to make 10,000 Ford cars in the time now required, and they would cost \$10,000 each.

While the above by no means completes the list of labor-displacing machinery it will give a fair idea of the trend of modern industry, agriculture and commerce.

However, there is another side to the question, this: That somebody must be making all these labor-saving machines. They are made in factories hundreds and thousands of of factories, all giving employment. More than that, they use iron, steel, copper, nickel, paint; make for development of mineral and other industries, give jobs in other trades.

The new Canadian National Railway's board of directors is some improvement on the former one. There are more business men and fewer politicians. Having been most critical in the past of the method of selecting the directorate of the Canadian National Railway and of the general calibre of men chosen for this important executive work and advisory work, The Financial Post can not but be gratified that some progress has been made in raising the standard of the board. Among those selected are some business men of known ability and experience who will contribute sage advice to Sir Henry Thornton and his operating associates and who may also aid the railway in creating new business.

No announcement has been made on one fundamentally important point, a point that is whether these appointments are to be regarded as permanent or merely as political appointments for the duration of the Conservative regime. Continuity in Canadian National Railway policy can only be had if the board of directors is to be a continuing board to which will be added, from time to time, business men of undoubted importance who can be induced to join the directorate, so that it can be steadily strengthened until a directorate approaching that of the Canadian Pacific Railway in weight and influence is achieved. No one expected Mr. Bennett and Sir Henry Thornton to achieve this objective over night but it can never be achieved if the directors are to be regarded as subject to the rise and fall of party fortunes.

A strong C. N. R. board will be assurance for the public that affairs of the railway will be managed with due regard not only for service and economy but for the financial strain necessarily imposed upon the national treasury by public ownership of the railway's system. Sir Henry Thornton, with his former comparatively weak board, was the personal dictator of the National Railway. With a stronger board the public will be inclined to feel that costly duplication of railway services and continuously increasing capital expenditures will be avoided.

Needless Litigation (Montreal Gazette) In the time of Charles II., or about the middle of the seventeenth century, a law was passed making church attendance compulsory in England. That law, it is said, still appears on the statute books, and somebody in Manchester, according to yesterday's cable dispatches, has conceived the droll idea of prosecuting a non-churchgoing citizen, not to make him an "awful example" of citizenship, but in order to reveal the "awful example" of an archaic law. The victim is to be chosen indiscriminately, and it may be believed that the prosecutor will have an easy choice in the attempt to "demonstrate the alleged absurdity" of ancient laws. It is a well marked feature of the English Constitution that no man is punishable, or can be lawfully made to suffer in body or goods, except for a distinct breach of the law established in the ordinary legal manner before the ordinary courts of the land. If, in the instance, the particular law invoked is "an ass," the administrators of the law do not fall within that class. The spirit of the

Statute of Limitations may be successfully pleaded and the twentieth century right of the individual to personal liberty allowed to prevail over a seventeenth century statute, though it be a nominal law. Somebody in England must

be suffering from hysterical litigiosity, and in a desire to demonstrate the alleged absurdity of ancient laws may succeed only in manifesting the absurdity of his own demonstration.

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CUT SALE OF DRUGS

Scott's Emulsion . . . 96c & 46c
Fellow's Syrup . . . \$1.29
Ironized Yeast 98c
Nujol 81c & 69c
Phillips Milk Magnesia . . . 45c
Pinkham's Veg. Comp. . . . 98c
Cre-ol Cough Mixture . . . 89c
Abbey's Salts 48c & 88c
Sal Hepatica 59c
Sloan's Liniment 29c
Vick's Vapo Rub 45c
Pinex 48c
Pinard's Dental Cream . . . 39c
Finestine Tooth Paste . . . 21c
Chase's Nerve Food 49c
Chase's Kidney and Liver Pills 29c
Fruitatives 39c
Baby's Own 21c
A. B. S. & C. 18c
Aspirin 19c
Dodd's Kidney Pills 39c
Chase's Ointment 49c
Buckley's Cough Mixture . . 75c

new C. N. R. Board

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Pinex 48c
Pinard's Dental Cream . . . 39c
Finestine Tooth Paste . . . 21c
Chase's Nerve Food 49c
Chase's Kidney and Liver Pills 29c
Fruitatives 39c
Baby's Own 21c
A. B. S. & C. 18c
Aspirin 19c
Dodd's Kidney Pills 39c
Chase's Ointment 49c
Buckley's Cough Mixture . . 75c

The Two Macs 149 Great George Street

The Provincial Bank of Canada Condensed Statement, Nov. 29, 1930 ASSETS Cash and due from Banks \$ 7,051,540.46 Government, Municipal and other high grade Securities 13,360,008.13 Call Loans 6,698,725.22 Immediately available Assets \$ 27,110,273.81 Loans & Discounts 21,601,607.65 Bank Premises, Real Estate & Mortgages 3,112,474.72 Other Assets 657,671.92 \$ 52,482,028.10 LIABILITIES Capital \$ 4,000,000.00 Reserve Fund 1,500,000.00 Undivided Profits 463,182.69 \$ 5,963,182.69 Deposits, (Current, Savings, Correspondent Banks, etc.) 42,183,631.87 Notes in circulation 4,169,270.00 Other Liabilities 165,943.54 \$ 52,482,028.10

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The Poets' Corner WHEN THE GULLS COME IN When the gulls come in, and the shallow sings Fresh to the wind, and the bell-buoy rings, And a spirit calls the soul from sleep To follow over the flashing deep; When the gulls come in from the fields of space, Vagrants out of a pathless place, Waifs of the wind that dip and veer In the gleaming sun where the land lies near— Long they have wandered far and free, Bedouin birds of the desert sea; God only marked their devious flight, God only followed them day and night— Sailor o' mine, when the gulls come in, And the shallow sings to the bell-buoy's din, Look to thy ship and thy gods hard by, There's a gale in the heart of the golden sky. —Helen Merrill Egerton, in Canadian Poets.

FOR THE LEGION OF CANADIANS WHO know London there is a piquant bit of news in the cable dispatch reporting that Whitehall, that historic thoroughfare which connects Charing Cross with Parliament street, is to be largely rebuilt at a cost of some ten million dollars, and according to plans which will permit the rebuilding of several historic houses and the cultivation of public gardens. Whitehall, in the fifteenth and sixteenth centuries, was the chief residence of the Court in London. It takes its name from the palace built there by Henry VIII., and subsequently destroyed by fire. A new palace was contemplated by James I. of England, son of Mary Queen of Scots, but only the banquetting hall was erected, the architect being the celebrated Inigo Jones, who, when his talent for drawing was discovered, was an apprentice carpenter in London. It was from a window of this banquetting hall, completed in 1622, that Charles I. stepped out on to the scaffold and there, on the east side of Whitehall, was beheaded after he had been tried in Westminster Hall, found guilty of treason and condemned as "the man Charles Stuart" by a high court of justice nominated by the remnant of the House of Commons known as the Rump. This was in 1649, the execution taking place on the 30th of January in that year.

THE AMERICAN RAILWAYS are reported to have spent \$1,000,000,000 on improvements in 1930, and in the connection it may be mentioned that the Canadian railways have likewise expended many millions of dol-

DODD'S KIDNEY PILLS

4087 THE PR