

THE CHARLOTTETOWN GUARDIAN

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THURSDAY, JUNE 20, 1929

FORTHCOMING EVENTS

The present season promises to be a busy one from the point of view of visitors. In addition to tourists and the usual excursion parties there will be some important visitations from distinguished individuals and bodies. The present month will see the celebration of the centenary of St. Dunstan's parish in this city, when a large number of prominent Roman Catholic clergymen from the neighboring Provinces and abroad are expected. There will also be the visit of the Canadian Women's Press Club, comprising some seventy-five women who are prominent in journalistic work throughout Canada. Later in the month the Diamond Jubilee of St. Peter's Cathedral will be celebrated, which will also attract to Charlottetown many distinguished visitors.

Next month a party of some two hundred visitors from Central Canada will see the Province under the auspices of the New Outlook, the official organ of the United Church in Canada.

There will also be held here in July the annual meeting of the Maritime Stock Marketing Board, Inc.

In August an event of outstanding importance will be the celebration of the 75th anniversary of St. Dunstan's University and a reunion of its former students now scattered over the continent. A large number of prominent Catholic clergymen and laymen are expected on this occasion.

In September the Good Roads Association will meet in Charlottetown, with representatives from every Province in Canada. There will also be at least two visiting warships here during the season, and other visits of social importance may be expected in addition to those above mentioned.

It is incumbent upon our governmental authorities, our boards of trade and other public organizations as well as citizens generally to do their utmost to make these visits pleasurable and profitable. Charlottetown may be expected to do its best. An important factor will be the condition of the roads throughout the country, and it is expected that a special effort will be made by the Department of Public Works to have the highways in proper condition at the proper time.

EDUCATION UP-TO-DATE

The fifth triennial meeting of the Canadian Women's Press Club, held this week in St. John, evoked an interesting discussion on the educational value of news. It was suggested, among other things, that up-to-date articles dealing with Canada's development along social lines, its natural resources, trade affairs and international relationships, might be digested effectively into a bulletin service to be used in Canadian public schools. Such bulletins, if properly prepared, would be a valuable supplement to the school text books now in use and would furnish material for the training in citizenship which is becoming more and more recognized as an important factor in education. The daily press, magazines and promiscuous advertising, it was stated, were already doing a worth-while work in educational publicity, but the benefits of this information to the juvenile life of the country could best be secured through the medium of routine instruction.

The suggestion, we believe, is a good one. Why should it be necessary to publish new and expensive textbooks every few years, if the old-

er books can be brought up-to-date by issuing supplementary bulletins at comparatively little cost? In the field of scientific endeavor, in social and political history, there are developments continually in progress which should be linked up in the student's mind with all that has gone before if they are to be understood and appreciated. Textbooks cannot be kept up to date, for the reason that there is no pause in the progress of events. News bulletins under capable editorship, would fill a long felt want, not only in the schools, but in the community generally.

RABIES AGAIN

The report of a case of rabies of virulent character in Hastings County, Ontario, is rousing the press of that Province to point out the dangers of this disease and the need of the Dominion Government to enforce embargo or quarantine against dogs from the United States. It is pointed out that England and Australia have been practically free from rabies owing to strict enforcement of the law requiring all dogs brought into these countries to be held for observation during a period of two months. Rabies, according to the Toronto Mail and Empire, is prevalent in the Eastern States. For three years previous to January, 1926, Ontario was free from the disease, but since that time there have been numerous cases traced to the importation of American dogs. Last year the Ontario department of health treated 600 contacts, which shows that the disease is more widely spread in that province than is generally known.

In Prince Edward Island the importance of the fox industry is an additional reason for taking every precaution against rabies. The Provincial Government, we believe, has acted wisely in placing an embargo on all dogs into the Province. The regulations should be strictly complied with, especially in view of the reported prevalence of the disease in eastern United States.

A CIVIC DISPUTE

There is a lively dispute between Mayor McBride of Toronto and Mayor Craig of Kingston as to which of the two cities is the most British in Canada—meaning thereby which has the greatest percentage of British population. Ontario municipalities are occasionally subject to patriotic outbursts of this kind. Doubtless, in the present case, there are excellent reasons for the pride voiced by the two, chief magistrates, though their respective claims might have been set forth with a little more modesty. We do not know whether either of these up and coming cities is the most British in Canada, but if Mayor McBride and Mayor Craig could be induced to spend a vacation together in Prince Edward Island, we believe they would not only affect an amicable settlement of their dispute, but they would gather some interesting first hand knowledge about a locality that may fairly claim to be the most British province in Canada.

EDITORIAL NOTES

British emigration to Canada will probably be smaller than ever this year in consequence of a revision of the United States quota system, which will admit nearly twice as many Britishers after July 1. A Washington dispatch says that some British migrants who might have settled in Canada will now go to the United States.

Notes By The Wa.

That the auto-giro will be the common flying vehicle of the air, in less than five years, as universal as the motor car is now, is the confident prediction of Donald F. Ross in the North American Review of June 29. Mr. Ross speaks from actual experience in the air in one of these new fangled flying machines.

In his description of it we are told that it looks in flight like nothing yet seen in heaven or earth. It is not a "helicopter," which was described in The Guardian some time ago, but which proved to be unstable and unsatisfactory. It is not an airplane, but has certain features in common with both of them.

The airplane has several weaknesses. It demands too much space for leaving and returning to the ground; it has an undesirable high landing speed, and it cannot take care of itself if the pilot's skill or watchfulness fail. The autogiro claims exemption from these difficulties. It has no wings such as we see on the airplane. Its lifting power is a four-bladed wind mill revolving horizontally, driven by an airplane engine, but revolving only one-tenth as many times per minute as an airplane propeller and is not itself a propeller.

Other notable advantages claimed for the auto-giro is much greater safety in the taking off from the ground, while in the air, and in landing. It is a craft that goes up like an airplane, but more perpendicularly and comes to earth like a parachute. It can take off in the space of a tennis court and land in like fashion. It can skim the earth, following the contour of the ground at a height of 15 feet, if there are no trees or like obstructions.

The autogiro of the future will be constructed at low cost, and its pilot will learn to operate it in a fraction of the time required to master the airplane. It will occupy comparatively little space in the hangar, or the parking field. It is further stated that the manufacture of these machines for sale will begin within a month or so in an American factory.

Estimates of tourist traffic this year are larger than ever before. Last year according to a recent report of the official Bureau of Statistics tourist visitors expended \$250,000,000 in Canada. That was offset by \$103,245,000 spent by Canadian tourists who went abroad. American tourists who visit Canada are permitted by the tariff law of their country to take home with them without payment of customs duties, goods to a certain maximum value. They buy in Canada furs, linens and other commodities that Canadians are prevented by the high tariff over there from selling through the ordinary channels of export trade to them in their own country, and they buy extensively.

Hon. R. B. Bennett has spoken out manfully about the inaction of the King Government in the matter of hostile tariff legislation at Washington and his speech has been noted by the Senate's financial committee there. All the while Hon. Vincent Massey has been residing at the republican capital as Canada's representative. He is, as the Moncton Times put it, "a wealthy friend of the King Government who lives in a half-million dollar palace. But whether from lack of force or lack of direction from Ottawa, he has been dumb during the preparation of tariff legislation inimical to the interests of the Dominion."

A recent airplane crash in New Jersey was peculiar. The plane struck the flagpole of the governor's residence and lost one of its wings there, then went through the roof of the house and stuck its nose into the gubernatorial bedroom. Fortunately the governor was not at home when the unexpected call was made and the occupants of the plane were not seriously hurt.

Why should we object to citizens of the United States calling themselves "Americans" if they want to do so? For that matter there are many millions of people in North America and South America who are just as truly Americans as are our next neighbors across the border. But none of them, or of us have chosen to adopt that name. As the late President Coolidge said, we "do not choose" to be so called. We are Canadians and prefer that name to any other.

"The question is no longer, Will Mr. Veniot go," says the Toronto Globe. "It is, When and whence will Mr. Veniot go? Will he go alone—or will the whole Government go with him? Veniotism stands in fact, convicted by public opinion. By whom will the sentence be inflicted?" These are pertinent and stinging questions, addressed to a so-called Liberal Government by the chief exponent of sound "Socialism in Canada."



That Body of Ours

By James W. Barber, M.D.

TREATING GOITRE BY LOW AIR PRESSURE

As you know the higher up in the air you go, the lower becomes the pressure of the atmosphere, and this fact has been used in the treatment of severe cases of goitre.

Dr. H. Lax tells us that he experimented with forty patients by placing them in a room for four hours daily, where the atmospheric pressure was the same as it would be on a mountain of 3280 feet.

He placed two patients in a room at a time, and so arranged the ventilation that the lower atmospheric pressure was maintained.

In order to get the patients used to the treatment, the atmospheric pressure was not lowered at first. As the patients became used to remaining in the room the pressure was gradually lowered.

The treatment was continued from three to four weeks. As a result, twenty nine of the forty patients showed a marked improvement.

Fourteen patients had no subsequent complaints whatever, even nine months after the treatment.

Adding up the number of hours that these patients spent in the lower pressure it would equal about three and one half days.

However three and one half days in the mountains would not improve the condition of a patient to the same degree as by the use of the room with lowered pressure.

Dr. Lax states that the frequent change between high and low pressure that is by going in and out of the low pressure room—is more effective than the uninterrupted low pressure of the mountains.

Now this knowledge is worth something because of the great number of cases of exophthalmic goitre which may be helped.

As you know the nervous symptoms are alarming to the patient, his family, and to the physician also.

When the heart symptoms become so severe it means an operation for removal of a part of the thyroid gland.

This operation is naturally dreaded by all concerned, although it is not nearly as dangerous as in former years due to improved treatment before, during, and after the operation.

It has been found that daily rest periods, and the use of iodine, has so helped these cases that many operations have been avoided, or rendered more safe.

The use of this treatment by lowered atmospheric pressure should be another step forward in the non surgical treatment of these cases.



THE CAVES OF SLEEP

Night after night I venture deep into the sounding caves of sleep, A little fearful lest I lose Myself in those dim avenues, Where echoes whisper in your ear More than you were meant to hear, And the roof glimmers with strange lights That can not all be stalactites.

And on a morrow I shall come Along those corridors of gloom And hear thin waters far away Tinkle of the forgotten day; And I shall see an unknown bird, Who signs a note I had not heard Before; and wander from the track, And shall not find the passage back. —F. H., in London Observer.

THE LAND WE LOVE

BY FRANK YEIGH

MANUFACTURING IN CANADA

Q. What are the latest figures regarding manufacturing in Canada? A. The latest figures regarding manufacturing in Canada are for the calendar year 1927, as a preliminary estimate of the Dominion Bureau of Statistics. No. of plants, 22,336, capital invested, \$4,337,631,558; employed on salary, 85,483; salaries paid, \$162,348,978; employed on wages 533,459; wages paid, \$531,583,250, cost of materials, \$1,789,574,604, gross value of products, \$3,425,488,540.

More and more car drivers are being fined for speeding. Especially is this true with regard to tourist cars from abroad. The new cars are easily capable of making 70 to 80 miles an hour and drivers like to test the pace of their steeds. The entire procession of cars on the highways moves much more swiftly than it did a few years ago yet an old-fashioned driver in a western province who was making a 12-mile pace was recently fined for obstructing the traffic. What next?

REVIEW OF THE SESSION AT OTTAWA

(Special to The Guardian)

OTTAWA, June 19.—(Special)—The session of Parliament which closed recently last week though it cannot be said to have been remarkable, it was marked by several notable features. It opened on February 7th and adjourned for two weeks over Easter holidays. In those six weeks it had made unprecedented progress. The Address was disposed of in nine hours of actual debate, probably the shortest time on record and a great deal of important work had been accomplished. Outside of the Address itself, however, which simply forecasts certain phases of government policy—in this case of little significance—several large questions were settled, two for all time so far as the federal parliament is concerned. One of these rose out of the rather serious situation in Manitoba, the result of the Seven Sisters water powers having been handed over to the Winnipeg Electric Company by the Manitoba government, the transfer being confirmed by the Dominion authorities. The debate on this which was initiated by a resolution moved by Mr. Woodsworth, Winnipeg, resulted in an amendment moved by the Hon. H. H. Stevens being carried. The debate promised to be one in which war would fly, and in which to some extent it did, as most Manitoba members were passively if not openly hostile because of the fact that they had not been consulted by the Minister of the Interior, which they said had been promised before action was taken. This amendment, which provided that the water powers of the three Middle West provinces should be handed over to the exclusive control of their governments under legislation similar to that in 1918 by which British Columbia got control of water rights in the Railway Belt, was agreed to by the Prime Minister and unanimously passed by the House, thus forestalling all further criticism.

Transfer of National Resources

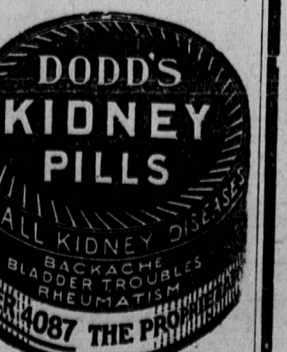
Another question vitally affecting politics in the Middle West was also satisfactorily disposed of. The vexed question of the transfer of natural resources to the provinces there was mixed up with the educational clauses of the constitutions of the two western provinces, created in 1905. A certain section of Parliament wanted these educational rights to be retained as a condition precedent to handing over of national resources, and as a consequence the whole question was hung up. It caused general feeling of unrest and dissatisfaction in the Prairie Provinces, perhaps reflected to some extent in the Saskatchewan election results. The late Dr. Edwards, in a moderate and well-reasoned out speech moved a resolution in favor of the transfer of lands without strings being attached. The Prime Minister tactfully and wisely agreed and the resolution passed without opposition.

These two things by themselves were of great moment to the Western provinces, and their importance in removing forever a source of irritation and political conflict cannot be overestimated.

It must be remembered that these were the suggestions and accomplishments of two Conservative members, and not in any sense to be credited to the Government, which cleverly accomplished a compromise after its own tactics had failed.

Another matter on all fours with the Seven Sisters scheme was settled by the government itself by official sanction of the Beauharnois power passing into the hands of a private company for which the Quebec government was responsible. Vigorous opposition to this and a long debate were anticipated, but it followed along the Seven-Sisters. In both cases, the Hon. Mr.

tal invested, \$4,337,631,558; employed on salary, 85,483; salaries paid, \$162,348,978; employed on wages 533,459; wages paid, \$531,583,250, cost of materials, \$1,789,574,604, gross value of products, \$3,425,488,540.



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Stewart, minister of the interior explained fully that all possible precautions had been taken to conserve the rights of the people to the full.

As to the question of water power in navigable waters as between the Dominion and the provinces, which had been the subject of consideration of the Supreme Court of Canada with uncertain outcome, the Prime Minister announced that a conference would be held along with the governments of Ontario and Quebec after the session was closed, and the agreement arrived at would become the subject for future legislation to confirm. And as to the St. Lawrence Waterways it was announced that there would be a conference between the engineers of the two governments interested to determine the best method of development. These two questions which had loomed up in the horizon as highly debatable, were thus quietly sidetracked. It was also highly probable at the outset that a titanic fight would occur between the C. P. R. and C. N. R. in respect of division of territories in the West. Through it is stated, the mediation of the Hon. Charles Dunning the spirit of compromise prevailed and the representatives of these companies pulled through their respective project-

ed enterprises like a well-matched team in harness. Two private bills, that had afforded trams of contentious debate during the previous session—those of the Sun Life and the Tell Telephone Co.—were passed with amendments. The Budget had been brought down and partly considered, and the estimates, but the former had to stand over recess on account of the bitter attacks by western members on the administration of the Grain Act, which after a week's debate was referred to the committee on agriculture. A bill to confer jurisdiction upon Ontario courts in the matter of divorce was defeated, largely on religious and moral grounds, on non-political lines. Eighty-one bills had been introduced, and 23 passed. With such progress made in so short a time there were rosy hopes of prorogation about the first of May. Then, after the

House resumed something sagged, and business from that on dragged rather wearily along.

Budget Address

The budget itself occupied a considerable period, the tariff and the general fiscal policy of the government generally being of course mainly under fire. The leader of the Opposition was away most of the time in Vancouver at the bedside of his sister, and his place was taken by the Hon. Hugh Guthrie. The outstanding features of the debate were the speech by him, and the reply of the Hon. Mackenzie King in winding up the debate. Both were vociferously acclaimed by their respective supporters, and without doubt both speeches were highly effective. The

Continued on page 6

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