

The Charlottetown Guardian

President, Lieut.-Col. W. Chester S. McLure
Vice-President, J. B. Burnett, F. J. L.
Secretary, Lieut.-Col. D. A. MacKinnon, D. S. O.

Editor and Managing Director, J. B. Burnett, F. J. L.
Associate Editors, Frank Walker and D. K. Currie.

Morning Daily (founded 1887) \$4.00 per year (in advance)
delivered in City, \$4.00 per year (in advance) mailed to
Prince Edward Island, \$4.50 per year (in advance)
Mailed to Canada and United States

THURSDAY, OCTOBER 15, 1936.

Competing With Ourselves

The address most provocative of discussion at the recent Maritime Board of Trade meeting in Charlottetown was undoubtedly that of Mr. S. W. FAIRWEATHER, economist for the Canadian National Railways.

The Winnipeg Free Press, commenting on Mr. FAIRWEATHER'S address, challenges many of his statements. "It is surprising," it says, "to hear Mr. FAIRWEATHER say that the railways can carry freight at an average cost of less than one cent per ton per mile, while the average economic cost for the trucks is nearly five cents."

He does not cite proof of the statement. He admits that the volume of truck traffic is less than 2 per cent of that of the railways—400 million ton miles as compared with 27,000 ton miles—but he says that the trucks carry the best paying freight, and that the railways of Canada suffered a net loss of \$34,000,000 in 1934 as a result of business taken by the trucks and reduction in railway rates to meet the competition of the highways.

Another challenging statement, says the Free Press, "is that the cost of highway maintenance in the Maritime Provinces is more than double the revenue received from motor vehicles through the license fees and gas tax. It is even asserted that the trucks should have paid \$4,500,000 as their share of the cost in 1934, but only paid \$1,700,000. This is based on a general estimate of the truck's share of the high estimate of total cost."

The Winnipeg paper argues that the figures quoted regarding the cost of highway maintenance in the Maritimes and the revenue from motor vehicles may have no relation to the situation in other provinces. "Have the Maritime Provinces been lavish in their expenditure on the highways as a means of developing a profitable tourist trade?" it asks. "In that case they may feel justified in charging some of the cost to the taxpayers. And have the Maritimes been too considerate of the truck operators in the matter of taxation? Even if this were established, conditions in Ontario or the West might be different in this respect."

It is "only fair," the Free Press concedes, that trucks should pay a reasonable share of the cost of the highways which they use; but it insists that "the protection of the public interest requires that the railways should not be protected from a commercial hazard due to a new development—the sort of hazard that every business is liable to be subject to—by placing onerous and excessive restrictions on highway transportation. The latter may be a grief to the railways, but it has been a benefit to the public. If the railways lost \$34,000,000 in 1934, the public saved that amount in transportation costs."

It is surprising that the Free Press ignores altogether the fact that the Canadian National Railways is owned by the taxpayers of Canada, and that what is "grief to the railways" cannot, in the long run, be a benefit to the public which has to foot the bill. In 1934, the year above quoted, the net income deficit of the Canadian National Railways was \$89,662,353. The total net income deficits on the system since 1918 up to the end of 1935 amounted to the staggering sum of \$1,093,958,800. In addition there has been a coincident growth in the funded debt of the Canadian National, the average annual debt increase amounting to about \$90,000,000. From the start all such liabilities have been guaranteed by the Dominion Government.

In other words, the interests of every Canadian taxpayer are at stake in the war between the railways and private competitive transportation systems. This fact was strongly emphasized in the discussion following Mr. FAIRWEATHER'S address at the Maritime Board of Trade meeting.

Let's All Co-operate

Attention is called to the letter in today's Guardian from the provincial president of the Canadian Legion, urging co-operation in the Legion Remembrance Day Poppy Campaign, Nov. 1st to 11th. The letter is endorsed by His Honor Lieutenant Governor DeBlois, Premier Campbell and His Worship Mayor Turner. As pointed out, the sale of these poppies is not only a reminder of the sacrifice of war, but is a means of assisting ex-service men who are physically disabled as a result of war service. It is asked that all our citizens participate in purchasing these tokens of remembrance, and that other organizations co-operate by arranging that no other appeals or campaigns for funds be conducted between the dates mentioned. This, in view of all that the Canadian Legion stands for, is surely a modest request and will, we believe, meet with general consent and approval.

Editorial Notes

The Gregorian Calendar was introduced on this date 1582, and is still going strong, notwithstanding attempts to reform it.

The City Council are evidently determining to return to the old rule that "if you don't work neither shall you eat." That was the origin of the "workhouse" in the Old Country.

It is appropriate that Gerald St. should be renamed Laphorne Avenue, as the old Laphorne cup factory, now the Imperial Biscuit Factory, is situated at its Longworth Avenue entrance.

At one time Ireland wanted Germany "to come

over and help us". Now it has refused permission even for a German flying boat to experimentally on her shores.

The Olympic games, long considered by impartial observers as a trouble maker among nations and a meeting that leads to international misunderstanding, have been presented to the world in a wholly different light by Dr. Jigoro Kano, Japanese member of the International Olympic Committee, who, in discussing his country's plans for holding the 1940 games, expressed the belief that the decision to hold the games in Tokio would prove a powerful means of overcoming international difficulties during the next four years and even might be an actual deterrent to war in the Far East.

At Winnipeg the other day, Mrs. John J. Hambley awoke at 2 o'clock to find a light burning in the bedroom of her three-year-old son, Bryan. The crib was empty. Police were quickly on the scene. Cruiser cars sped through the neighborhood, hunting for kidnappers. At the height of the disturbance in walked Bryan, clad in pajamas. He had, he laconically told questioners, been out to visit five-year-old Margaret Henry, who lived a street or two away. But Margaret wouldn't come out to play at 2 o'clock on a chilly morning, so, he said, he curled up in a coaster wagon on a sidewalk and went to sleep. When he awoke, he came home.

It has been announced by a blast of trumpets from Ottawa that Premier King in an interview with Premier Blum of France had obtained considerable trade concessions for Canada. Mere blarney, trade deals are not made that way. Analysis of what he claims to have done discloses no new concessions, only adherence to the old ones. However, the two Premiers merely met by chance on the railway train. Mr. King was on his way to visit Vimy Ridge Memorial, while Premier Blum was on the same train en route to address a political meeting in the city of Lens. While there they conversed but made no treaty, nor could they.

Discovery of a process for keeping milk fresh for long periods is announced by the United States Agriculture Department. The Bureau of Dairy Industry call the discovery "a simple process of concentrating and freezing" the milk. The new process will afford a practical means of providing good quality milk for use on board ships and in distant places where a supply of fresh milk is unobtainable. The bureau says it had found that by concentrating the milk to one-half or one-third its original size it can be frozen without injuring its properties. Ordinarily when milk is frozen the emulsion is destroyed and the thawed product falls short of the original properties. "The frozen milk," the bureau states "may be shipped long distances and held for weeks until ready for use by the consumer, when it is permitted to thaw and enough water is added to bring it back to its original volume."

Premier William Aberhart has just completed the first half of a two weeks' speaking tour of Southern Alberta. His itinerary took him among farmers, ranchers and coal miners. Judging by hints he dropped, the applause that greeted his statements, the questions he asked and the answers received from the crowds, the Aberhart Government is opposed to: 1. Establishment of a loan council if proposed by the federal Government at the Dominion-provincial conference in December. 2. Restoring full interest payments to holders of Alberta bonds. 3. Repealing or modifying the terms of debt legislation affecting individuals. At each meeting, the Alberta Premier asked the crowds if they approved his Government's actions on the three subjects and practically unanimously they shouted, "Yes." At two meetings, lone voices said "no" to the question relating to bondholders but they were far in the minority.

According to recent census figures, writes Sir James Leishman, in the Edinburgh Scotsman, there were 101,872 Scots resident in Greater London out of a population of round about 8,000,000 or over. Without going closely into actual percentages, this figure is well under 2 per cent of the population of Greater London. The assumption seems to be held that the road to London is for one-way South traffic only, and that there is little reciprocity. The figures of English resident in Edinburgh at the last Census show a total of 26,252, being a total of 6 per cent of the entire population of Edinburgh (this being 439,010 in 1931). This figure shows that the proportion of English in Edinburgh is well over double the number of Scots in London in proportion to English. If Sir James took the trouble to ascertain the number of Irish in Glasgow he would equally surprise his readers with the fact that there is a larger percentage there by long odds than there are Scots in the whole of Ireland.

They are beginning "to twist the Lion's tail," is customary in U. S. A. elections. The Herald-Tribune accuses Britain of attempting to pull "Japan's Chestnuts out of the fire", in seconding her efforts to prevent the further strengthening of fortifications in the east. "Last year," says the Republican Journal, "Japan denounced the treaty limiting naval armaments. She is now building her navy as rapidly as possible. This has upset the balance of power in the Pacific—a fact which the British dominions know well and deplore. It is scarcely six weeks since one of the leading Canadian papers remarked in the course of a discussion of the problems of the Pacific that the American fleet stands between Canada and Japan. Australia is building a navy and does not hesitate to say that this is because she fears Japanese expansion. Because the British find that the European situation imposes upon them the necessity of enlarging their navy, they have no objection to Japan's new naval building program. This makes it all the more difficult to understand why they should object to the removal of the restrictions on fortifications in the Pacific—restrictions which affected the United States seriously, Great Britain but little, and Japan not at all."

Notes by the Way

Another interesting bit of evidence as to the improvement in business conditions is seen in the statement of Mr. John M. Francis, district passenger agent of the Michigan Central, that railroad passenger traffic into Canada, through Windsor, has increased from sixty to seventy percent over the figures of 1935. While cheaper fares on American lines have much to do with this, it should be remembered that people have to have money to travel and that a large part of the travelling is for purely pleasure purposes. Incidentally the efforts now being put forward by the railways, through a speeding up of schedules and modernizing of equipment are playing a part in attracting more and more persons to use their trains.—Windsor Star.

Science means power, but science has given no consideration to whom that power should be entrusted and to what end it should be used.—Sir A. Daniel Nell.

Both sides in the Spanish civil war commit murder with zeal and apparent cheerfulness. That seems a sort of Spanish philosophy which is vouched for by a leading Spanish anarchist, Dr. Edward Conze, who has written a book "Spain Today" on the present situation. "Anarchists," says Dr. Conze, "must learn to kill without hatred," evidently meaning to assure prospective victims that no personal animosity is involved, however much of a comfort that may be. "When there are no more bourgeois," he says, "we shall all sing and invent a new religion of work. All men will be able to look at each other without hate in their faces—we shall all be pleasant and charitable." However, if the example of Russia is followed out, when the bourgeois are eliminated the anarchists will start in to eliminate their comrades. Once murder becomes a religion there is no stopping place.—Boston Post.

Australia is today rapping the proverbial reward of financial integrity. During the slump the Commonwealth taxed itself to the bone to meet obligations at home and abroad, with the result that its credit has been fully maintained; and with the revival of trade it is now able to make substantial reductions. Entertainment tax had already gone. Income tax and the irritating Sales Tax are now reduced, while old Age Pensions and Civil Service salaries cuts are restored. Nor are these benefits at the cost of security, for they are accompanied by the highest Defence Vote in the history of the country—a total of nearly nine million pounds. A magnificent performance, on which Government and people are both to be congratulated.—London Observer.

The serious effect which the automobile, both private and public and both passenger and truck, has had on the railroads of the country has often been the subject of comment in fifteen years, in which time the population of the country was steadily increasing, there was a decrease of nearly 30 per cent in the number of miles of electric street railways and a decrease of nearly 28 per cent in the operation of street cars. This entailed a drop in wages of nearly \$150,000,000 annually from the high year 1932.—Milwaukee Journal.

Another mistake under the reciprocity pact) was in the failure to realize that the agreement would result in the import an many more Mexican cattle than was anticipated. Contrary to expectations, one out of every six head to come in under the quota has been imported from Mexico. This has both diminished the value of the concession made to Canada and has given point, in respect to Mexico, to Mr. Landon's charge that it is not reciprocity to make "a concession to foreign nations without getting anything in return." The various reciprocal trade agreements are all subject to revision in the light of experience. Mr. Landon has shown, with respect to the Canadian pact, several instances in which minor charges would seem advisable. Indeed he has argued the desirability of adjustments and revisions much more clearly than the case for that basic alteration in policy which he set out to prove.—Washington Post.

"Renegade Democrat" is little harsh in describing one who feels as deeply as Al Smith. Perhaps Morgantactic Republican would convey the idea.—Detroit News.

Note is being attacked from many quarters in these days; and the campaign has certainly had results. Mechanical vehicles are not allowed to progress with the exuberance of a Chinese firecracker;

That Body of Hours

By James W. Barton, M.D. PREVENTING RICKETS DURING COLD WEATHER

With the arrival of cold weather it is not unusual for many mothers to keep their children indoors so that they will not "catch cold". Thus little babies are kept bundled up both indoors and out, very little sun ever reaches them and because they are receiving good helpings of milk from breast or bottle daily, mothers are apt to feel that all is well. And because the bony structure looks fairly normal—no bowlegs or pigeon breasts—such a thing as rickets is never suspected.

However our baby specialists are teaching all mothers that rickets attacks other parts of the body besides the bones, particularly the nervous and the muscular system. Early signs of rickets are restlessness and sweating of the head, which appear before there is any sign of bone change. As rickets progresses there is the "beading" of the ribs where the bone and the cartilage of the ribs meet, then enlargement of wrists and ankles and enlargement of the forehead. The teeth are late in appearing and the youngster "does not sit up at seven months or stand at the end of the first year". The abdomen becomes large and the legs, because of the soft bone, may become deformed. Added to these symptoms is the general lack of resistance to other ailments—head colds, bronchitis, broncho-pneumonia, and middle ear inflammation. This accounts to some extent for the high death rate from the above disease during the cold weather.

Now all this trouble from rickets is because the child is not receiving an important element in his food, or from the sun-shine; that is vitamin D, found in a rich concentrated form in cod liver oil. "Vitamin D is the oil that enables the body to store or lay down in the bones that salt of calcium and phosphorus necessary for their strength and rigidity." Cod liver oil contains one to two hundred times as much of vitamin D as the richest food source, butter; whole milk, egg yolk and green vegetables also contain a considerable amount.

Dr. W. H. Park, the eminent baby specialist, says "Personally, I believe that if infants were placed in the direct rays of the sun for a part of each day and were fed cod liver oil for the first two or three years of life, more would be accomplished in regard to preventing decay of the teeth than in all other ways put together, and that rickets could be abolished from the earth."

The Poet's Corner

THE GLADSOME WAY

Now westlin winds and slaughtering guns
Bring autumn's pleasant weather;
The moorcock springs, on whirring wings,
Among the blooming heather:
Now waving grain, wide o'er the plain,
Delights the weary farmer;
And the moon shines bright, when
I rove at night
To muse upon my charmer.

The partridge loves the fruitful fells;
The plover loves the mountains;
The woodcock haunts the lonely dells;
The soaring her'n the fountains;
Through lofty groves the cushat roves,
The path of man to shun it;
The hazel bush o'erhangs the thrush,
The spreading thorn the linnet.

Come let us stray our gladsome way,
And view the charms of Nature;
The rustling corn, the fruited thorn,
And every happy creature.

—Robert Burns.

the road drill has been fitted with a silencer; and in some places the motor horn no longer bloweth where it listeth—after a certain hour. These are steps in the right direction; for it cannot be denied that mere "sound and fury signifying nothing" is desirable. But although this outlook is gaining ground, and to make things "go with a bang" is not regarded as an entirely happy metaphor, the preaching still falls on many unhearing ears.—Boston Christian Science Monitor.

PUBLIC FORUM

POPPY SALE CAMPAIGN

Sir,—The Canadian Legion of the British Empire Service League are endeavoring to increase the sale of Remembrance Day poppies, and while they appreciate the response which their endeavors have met with in the past they still feel that there should be a larger sale of these poppies in Prince Edward Island. The poppy which is worn on Remembrance Day, November 11th is not only a reminder of the unnecessary sacrifice of war, but is also a means of assisting ex-service men, as the funds which are derived from the sale of these poppies are used exclusively for the assistance of unfortunate victims of the Great War, whether they are members of the Legion or not, and it is, therefore, hoped that every citizen of Prince Edward Island will purchase a poppy this year and wear it on Remembrance Day.

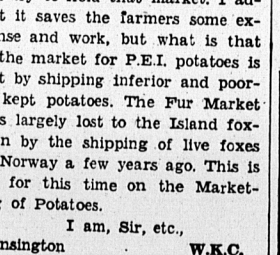
As the sale of these poppies has to be made shortly before November 11th the Provincial Command of the Canadian Legion are requesting that November 1st-11th be reserved each year for the Legion Remembrance Day Poppy Campaign, and are asking other organizations to co-operate with them by arranging that no other appeals or campaigns for funds be conducted between these dates.

W. A. MCLAGGAN, Provincial President, Canadian Legion, B.E.S.L.

MARKETING OF POTATOES

Sir,—As the farmers already know that potatoes started away at sixty-five cents a bushel right out of the field in August. These potatoes were graded and put in bags and shipped before they had time to sweat. They would be mighty poor articles when they reached the consumer. Now I think that the Government ought to put restrictions on all dealers and not allow them to buy potatoes until they have been in pile at least ten days. It is going to hurt a P.E.I. Market for potatoes in the future. P.E.I. farmers ought to be far-sighted enough to see that it will affect the market for future years for potatoes are a commodity that must sweat. So my advice to farmers not to allow the dealers big trucks to come in to their fields and take away their potatoes before they are fit to market. I strongly urge that all potatoes be binned from this out. P.E.I. has a market for good potatoes; and why not try to hold that market. I admit it saves the farmers some expense and work, but what is that if the market for P.E.I. potatoes is lost by shipping inferior and poorly kept potatoes. The Fur Market was largely lost to the Island foxmen by the shipping of live foxes to Norway a few years ago. This is all for this time on the Marketing of Potatoes.

I am, Sir, etc., Kensington W.K.C.



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Defenseless Canada Likened To Ethiopia

(Summarized from the Canadian Defense Quarterly)

Canada's defence forces, their necessity, their purpose and their adequacy (or rather inadequacy), are the subject of an informative article by Lieut. Colonel E. L. M. Burns, O.B.E., M.C., R.C.E., of Ottawa, in the latest issue of the Canadian Defense Quarterly. At the outset Col. Burns asks for an end to smugness based on the unsound theory that "Canada will never be attacked." He agrees Canada is apparently free from such a danger in the near future, but argues that freedom is because (1) a prospective enemy knows the Empire would protect us, and (2) the United States is unlikely to permit a foreign power to take part of Canada as an attacking point against the United States.

But from those two safeguards arise two equally vital considerations. In the face of prolonged "isolation" talk and of a comparative inconsequential effort on Canada's part to add to the defence forces of the Empire, how long can Canada rightfully expect the full support of the Empire? And if we should drop from the Empire, assured of United States protection, would that country not demand from us an active co-operation in her defence plans and, ultimately, a gradual absorption of Canada into the United States. And in the latter connection Colonel Burns points out that for the present year the U. S. per capita expenditure on defence is about 4.35 times that of Canada.

To complete the primary consideration of Canada's position it is supposed she might decide to break up from both the Empire and the United States. But this alternative, aside from the all-important economic considerations, is found impossible to contemplate in that Canada with her valuable supplies of wheat, coal, copper and gold, would be almost immediately set upon once it was learned she was without the support of allies. It is Colonel Burns belief that whether nationalists like it or not "we shall for many years remain in the British Empire simply because it affords us, all in all, a greater measure of security and independence to develop national individuality than any alternative arrangement." A seemingly logical conclusion even without sentimental and spiritual considerations.

But from that conclusion the constructive thought and schemes must go forward. If we remain in the Empire we must be a plus quantity, contribute our share to its collective security system.

Mr. Mackenzie King stated in Parliament last March that he was "not aware of any commitments, made on behalf of Canada with regard to imperial defence. Any action in the nature of military obligations... would be entered into by the government of the day only after such had been recommended to Parliament by the Government and approved by Parliament itself." But, on the other hand, declares Colonel Burns, principles adopted at successive imperial conferences included: (1) Each part of the Empire is primarily responsible for its own local defence; (2) the maritime communications of the Empire must be adequately safeguarded; (3) naval bases and repair and refueling facilities must be provided; (4) naval strength as provided for in the Treaty of Washington should be maintained; (5) air forces should be developed on such lines as to facilitate co-operation between the several parts of the Empire in emergency.

To these very general principles Col. Burns adds that "we in Canada should plan our defensive organization so that if another part of the Empire needs our armed help, we can send a proper expeditionary force, just as we confidently expect armed aid from other parts of the Empire if we ever need it."

"At the 1911 and 1923 Imperial Conferences it was recommended that each Dominion should establish a committee on Defence, on the lines of the committee of Imperial Defence. While Australia has done so, Canada has not." (Canada has of course, a Defence Council made up of the Minister and Deputy Minister of National Defence, the chiefs of the General, Naval and Air Staffs, but this does not include representatives of commerce, industry and labor.) Col. Burns suggests that "no body that does not draw on all the knowledge available is fit to tender advice to the Government on major problems of defence; separate functioning of the several Government departments is bound to result in oversights and overlapping."

It is admitted that while our national finances are in their present distressed condition it is illusory to hope for substantially greater amounts for defence, especially with no immediate danger foreseen. But in this regard Col. Burns lists a noteworthy comparison of defence costs in the Empire in the year 1934-35 and for Great Britain and Canada for the present year.

The per capita expenditures total: Great Britain ... .. \$18.44

(Continued on Page 8)

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