

THE CHARLOTTETOWN GUARDIAN

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WEDNESDAY JULY 26, 1933.

THE WEST & MR. KING

Mr. Mackenzie King, Federal Liberal leader, is now on a tour of political speechmaking in the West. He is reported to be emphasizing particularly the unemployment situation. If he is fair he will admit that since his administration went out of power after refusing to pay a five cent piece toward unemployment relief to any "Tory" Province, the four Western provinces, regardless of political affiliation, have received the munificent sum of \$96,398,000 from the Dominion Government for relief purposes.

Alberta has got less than any of the others, but has received \$5,718,900 in direct relief; and \$6,482,000 in advances; that is \$12,200,900 in all.

British Columbia is second lowest with \$8,895,000 in direct relief; \$5,512,000 in advances; and \$626,000 in guaranteed loans; that is \$14,833,000 in all.

Manitoba is third lowest with \$7,440,000 in direct relief; \$8,000,000 in advances; and \$18,000,000 in guaranteed loans; that is \$33,440,000 in all.

Saskatchewan has received more than any of the other three with \$16,568,000 in direct relief; and \$19,600,000 in advances; that is \$36,168,000 in all.

The contrast is certainly striking between the relief contributions of the Bennett Government and Mr. King's attitude toward unemployment relief when in power; but it is extremely doubtful if the Liberal leader will dwell on this phase of the situation during his present peripatations.

THE ROYAL WILLIAM

As already noted in these columns, next month will mark the 100th anniversary of the first Atlantic crossing of a ship propelled entirely by steam. This memorable achievement was due to Canadian enterprise. The ship was the Royal William, built at Quebec at a cost of \$15,000 and launched in 1831. The intention of her owners was to ply her between Quebec and Nova Scotia. She made three moderately successful voyages and was laid up for the winter. In 1832, after a short voyage an epidemic of cholera broke out among her crew. She only made one trip that year and her owners became bankrupt. In the spring of 1833, a company of ship-owners bought her and for some months she was used for transporting coal. In June she sailed for Boston, where she was enthusiastically hailed as the first ship flying the Union Jack to enter an American port. It was not until August of the same year that she left Pictou harbour to test her strength against the rollers of the North Atlantic. She carried 254 chaldrons of coal (684 tons). A box of stuffed birds. Ship's spars (produce of the province). One box. One trunk. Household furniture. A harp. Seven passengers: all British.

Off the Banks of Newfoundland the "Royal William" ran into a terrific storm. The starboard engine was disabled, and through straining heavily she began to leak. The engineer came up and reported to the captain (John McDougall) that the ship was sinking, but he only ordered the pumps to be started and kept on his course. They reached England in twenty-five days—a long trip compared with modern schedules, but much quicker than the average time made by the old sailing ships.

A memorial tablet in the Canadian House of Commons commemorating the first trans-Atlantic voyage by steamer reads: "In honour of the men by whose enterprise, courage and skill the 'Royal William,' the first vessel to cross the Atlantic by steam power, was wholly constructed in Canada and navigated to England in 1833. The pioneer

of those mighty tests of ocean steamers by which passengers and merchandise of all nations are now conveyed on every sea throughout the world."

The centenary of the Royal William's epoch making trip has special interest for Island readers. Inasmuch as two years previously, on her first voyage from Quebec, she called at Charlottetown. In the preceding year (March, 1830) the merchants and principal inhabitants of Charlottetown petitioned the Assembly for a grant in aid of the intended intercourse by steam between Quebec and Halifax, in order to induce the steamship proprietors to make Charlottetown a port of call. It is probable, according to Warburton's History of Prince Edward Island from which the foregoing fact is taken, that it was in response to this movement of the townspeople that the Royal William called at Charlottetown the following year. But she was not the first steamer to do so. That was accomplished on August 10, 1830, when the steamer Richard Smith, owned by the Pictou Mines Company, entered Charlottetown harbour. Great must have been the interest and curiosity of the townspeople at sight of this strange craft. The steamer Richard Smith remained in Charlottetown until the following day, and before leaving she took Lieutenant Governor Ready and a party of his friends for a trip up the river.

While the reactions of the failure to achieve results at the World Economic Conference cannot be ignored, an exchange suggests that these reactions may not be so overwhelming as the pessimists would fain make out. Their ultimate result may be to focus attention more closely and decisively upon the development of a constructive domestic policy which comes within range and manageable proportions. Fortunately, there are many encouraging signs of a general trade improvement, indicating that the worst phase of the depressing slump has already passed. The prospect is by no means that of being bogged in the slough of despond. It looks as if the main upshot of the London conference will be to impart a fresh stimulus to each nation to set its own house in order and utilize its money, man-power and resources for internal readjustment and industrial recovery. If, in the spirit of confidence and along rational lines, this policy is pursued and accompanied by an international "deal" upon crucial points of commercial interchange as occasion demands, the upward trend may continue and the lessons of the World Conference become of common benefit to the amity and progressive recovery of nations all round.

Sweden, which has the largest herds of moose in the Old World, also has the distinction of taking the best care of the animals. There are, at a rough estimate, 30,000 moose in Sweden, mostly in the central and southern parts of the country. The open season lasts only four days, during which anyone can shoot as many moose as he can, but only on his own land. Large land-owners may get a longer season by paying a special license fee, which goes into a fund for the conservation of the moose.

The Portland Press Herald says that "the blueberry crop in Maine, now coming in, is worth two million dollars to this state. Nearly all the money derived from this source is distributed among those who go into the fields to harvest the crop. The canners realize a good revenue from it, in good times. Their product is widely distributed throughout the country."

Mr. Lloyd George remains a master of apt illustration. In his war memoirs, now appearing in the London Telegraph, he puts it this way: "There is no greater mistake than to try to leap an abyss in two jumps."

Even should Britain not jump quickly into double harness with America in a price-raising endeavour, there is great hope in the degree of understanding of the American position already expressed by Englishmen. Considering the fact that Americans—even the delegates to the Economic Conference—did not know until July 3 exactly where they were going, it is encouraging that British opinion had on July 10 so thoroughly sensed the American objective. The whole experience speaks volumes as to the possibilities of Anglo-American co-operation.—Christian Science Monitor.

It is time, says the Philadelphia Public Ledger for a technique for dealing with "inappreciable" to be developed. The talent among the police all over the country should be put to work on the problem. They should not allow themselves to be outwitted and outplayed by these gangs of cowards and rats. The police have failed conspicuously to deal with this situation. Federal authorities, operating under the so-called Lindbergh kidnaping law, have fallen far short of what was expected of them. If the police can deal with some measure of success with murder and robbery, they should be able to learn to deal with the worst crime on the calendar. It is time for them to get busy.

Another positive indication of improving business conditions is seen in the report on Canadian canal operations for the month of June. In June last year Canadian canals reported a tonnage of 2,346,107. In the same month of 1933 it was 2,663,683. The Welland Canal alone reported an increase of 174,226 tons of freight in June, 1933, over the same period last year. Chief increases are set down as: Soft coal, 167,444 tons; wheat, 63,684 tons; merchandise, 45,279 tons.

NOTES BY THE WAY

The last few weeks have witnessed in Kashmir a repudiation of the past which has almost escaped notice in Great Britain, but which ranks in importance with the abolition of suttee. The Maharajah of Kashmir has legalized the marriage of Hindu widows, whose lot is usually a near approach to hell upon earth. In a land where child marriage is the rule, a child not yet in her teens may, and often does, find herself a widow, with no rights and no hope of deliverance from a life of slavery, except death. In Kashmir a new day has dawned for these unhappy creatures; it is to be hoped that the rest of India will soon follow a lead that humanity as well as social hygiene dictates.

It seems too bad that there is evidence that nationalism abounds to such a marked degree. When are we to understand that we are all of one caste—human beings in different parts of the world, striving for a decent chance and for that noblest of pursuits—happiness?

Figures compiled by the Dominion Bureau of Statistics show that of 1932 owners of motor vehicles contributed to the nine provincial treasuries of Canada the magnificent sum of \$48,209,587. Registration fees accounted for \$21,126,271 of this total, and gasoline tax for \$27,083,316.—Ottawa Journal.

If you want to rouse the ire of Sir Robert Home, just refer to Scotland as the "upper end of this island." That gets his dander up. When a member spoke of Scotland in these terms, Sir Robert jumped into the fray to say, in the House of Commons, at Westminster: "When the honorable member describes Scotland as the 'upper part of this island' I venture to make my protest. Robert Louis Stevenson was very indignant with a correspondent who addressed a letter to him and put on the envelope, 'North Britain.' He said: 'Whatever we are, we are not North Britain. We are the country of Scotland, and I enjoin you in future to address me as residing in Scotland, whenever I am there.' The 'upper end of this island' is a term of insolent reproach which I refuse to accept on behalf of my native country."

The great difficulty in carrying out such a diet lies in the fact that the patients must be under strict supervision as to their diet, and this often means remaining in hospital. The big lesson here then is that in many skin ailments foods are chiefly responsible for the itching and irritation, particularly salty foods, and using too much table salt with foods.

By omitting these foods from the diet or using but small quantities, the skin irritation may be lessened or may disappear entirely.

Recovery In Canada

Evidence of widespread improvement of business in Canada is noted by several official agencies. The wholesale price index of the Dominion Bureau of Statistics reached 67.6 in June, compared with 63.6 in February. This is a gain of 63 per cent. in three months, or progress at the rate of about 20 per cent. for a full year. As in our own case, the sharpest recovery has been made in those commodities, principally farm products, which had previously suffered most severely from deflation. Security prices have also advanced at a much more rapid pace, and the average value of 130 common shares whose fluctuations are reported by the Dominion Bureau has increased by more than 50 per cent. since March.

Gains in trade and industry are equally notable. The official index of industrial production has moved up from a "low" of 67.0 in February to 76.4 in May. A figure for June is not yet available, but continued expansion in industries producing steel, textiles and non-ferrous metals leaves little doubt that it will show a further gain. Our commercial attaché in Ottawa reports increased sales of food product, apparel, boots and shoes, electrical equipment and hardware. May sales of automobiles increased by 21 per cent. over those in April, and June has shown additional gains. Construction activity last month, as measured by the total number of contracts awarded, was 25 per cent. higher than in May. Bank clearings have run above the 1932 level for eight consecutive weeks. Business failures have decreased, the balance of foreign trade remains favorable, and the latest report on employment shows an increase during May about twice as large as in the same months of the two preceding years.

This evidence of Canadian improvement is of special interest to the United States, inasmuch as more American capital is invested in Canada than in any other foreign country, and Canadian markets are second in importance only to those of the United Kingdom as an outlet for American goods. That these gains have been made without any plan deliberately to depreciate the Canadian dollar offers further proof of the strength of natural forces now tending to promote recovery.

That Body of Hours

By James W. Barton, M.D. SALT AND SKIN AILMENTS

In 1931 European research workers found that various skin ailments became much worse when considerable table salt was eaten with meals, or if salted foods were eaten. When patients with eczema and urticaria (hives) were kept off salt foods and salt itself for a number of days, and then were given large doses of table salt by mouth, they nearly always showed a great increase in their symptoms; in fact the itching usually became unbearable.

Now salt is a necessary article of food because the taste demands it, and the tissues of the body all need salt.

Accordingly a means was sought that would remove the effects of the sodium in salt (salt is made up of sodium and chloride).

The resulting mixture was found to closely resemble in its action the liquid part of the blood.

Dr. John Jordan Eller and Charles Robert Rein tell us in the New York State Journal of Medicine that the sodium in table salt is what causes the skin irritation and that it can be rendered perfectly harmless by bringing it into close relative with certain other substances such as potassium, calcium and magnesium.

Research workers claim favorable results with the usual foods rich in vitamins and minerals, salted with this mixture in a variety of skin ailments, when given in large doses by the mouth. This mixture apparently overcame the great sensitiveness of the patient towards ordinary table salt.

The great difficulty in carrying out such a diet lies in the fact that the patients must be under strict supervision as to their diet, and this often means remaining in hospital.

Since, however, the firm hand or for that matter the firm foot, avail little, the householder would do well, as these authorities point out, to employ the poison gases given off by paradichlorobenzene, which is everywhere sold to the trade under shorter and snappier terms, and which, when applied properly and faithfully, is as effective against the moth as the length of the word paradichlorobenzene would indicate.

Round The Horn

Of all the gray-green roads of the sea none has tried the mettle of those who traveled it than the way around Cape Horn. The stoutest men have faced the ordeal with faces set and bodies taut with the ceaseless strain. Seamen used to typhoons on the China Sea or hurricanes in the Caribbean or winter storms in the North Atlantic have quailed before the tempests that rage in the long passage between Patagonia and Chile. Ships of steam and steel have robbed the famous route of much of its terrors, and the Panama Canal has opened a safer gate into the Pacific. Yet to sailing vessels the experience of doubling the forbidding headland, where Terra del Fuego reaches down toward the Antarctic wastes, has lost little of its old thrills. The wind roars through the rigging just as fiercely as when the Dutch navigator named the promontory for the Count of Hoorn. The waves are just as mountainous and the cold just as penetrating. There are still days without the comfort of the short-lived winter sun and long black nights without the guidance of bright Canopus and Sirius or the Southern Cross. Decks are still slippery from sleet and the wash of cold seas.

Spying On The Peasant

(Washington Post)

The organization of an airplane patrol to watch peasants at their work has been inaugurated by the Soviet Commissariats of Agriculture and War. It was discovered by the new agricultural police that peasants often concealed seed for food, and in some cases were found bolting grain in the fields to make porridge for themselves. Reports constantly reached Moscow to the effect that the police were not sufficient to guard the barns where seed is stored and being lifted, the guards frequently stole grain for their own use. A detachment of the air patrol was, therefore, sent to the Ukraine and Northern Caucasus.

A Tale Of Villiany

(Exchange)

The housewives who have come upon the ravages of the moth during their spring cleaning will view sympathetically the tirade of the London Times against the moth.

The editorial was called forth by a pamphlet on moth destruction by two eminent British authorities which, as the Times remarks humbly, exposes "with remarkable fidelity the nature and habits of the criminals, and then propounds the proper measures for baffling their plots and exterminating their kind. The simple squashing of a moth gives a glow of virtuous satisfaction but it does little good. Not the moths but their larvae are the offenders," says the Times.

"In all, there appears to be six members of the gang. All six are creatures of insatiable greed and the lowest morals; but three are more detestable than the others. The best known is the common clothes moth; and what makes its larva's taste for clothes, furniture, stuffed animals, pinned insects, and so forth all the more disgusting is that it is abnormal, unnatural and artificial. Emigrating from Africa where it lived the wholesome predatory existence of a noble savage, eating the larvae and eggs of other insects, the creature has adopted in civilization vicious tastes of its own."

Something new and strange is always coming out of Africa, declared a Roman, but if the moths came from Africa, they came some time ago, since Job, the man of many troubles, refers to their ravages upon his garments. The "Thunder continues: "Another of the gang, the case-bearing clothes-moth, excels in the slyness of the underworld. It runs rapidly, shunning the light, and on being disturbed at once endeavors to conceal itself; and its larva has been known to feed upon the most revolting substances, or which some are poison to every living thing but itself. This kind of thing, as the Bench sometimes says must be put down with a firm hand."

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The Poet's Corner

SONNET

Man has his unseen friend, his unseen twin. His straightened spirit's possibility, The palace unexplored he thinks an inn, The glorious garden which he wanders by. It is beside us while we clutch at clay To daub ourselves that we may never see. Like the lame donkey lured by moving hay We chase the shade but let the real be.

Yet, when confusion in our heaven brings stress, We thrust on that unseen, get stature from it, Cast to the devil's challenge the man's yea, And stream our fiery hour like a comet, And know for that fierce hour a friend behind, With sword and shield, the second to the mind.

—John Maselield.

About Umbrellas

(Vancouver Province)

Lord Trenchard, who succeeded Lord Byng as Commissioner of the London Metropolitan Police Force, has lately issued a report, and has made a great stir with it in the Old Country. He wants to reform and reorganize the force and apparently it still comes as something of a shock to the Londoner—not so hardened to that sort of thing as the citizen of Vancouver—to be told that the famous London "Bobby" needs improving at all. But it is not that section of Lord Trenchard's report with which we are now concerned. What is described by the London Times as a "minor detail" of the report records that last year there were 5,554 fewer umbrellas left in public vehicles in the Metropolitan area than there were in the year previous.

The joke about umbrellas is probably one of the oldest and most ribald in the world—certainly as old as the joke about mothers-in-law, and much more scurrilous than the joke about Scotsmen of Aberdeen. Essentially, it has always been a levity which threw a grave doubt upon the inherent honesty of human nature. There have nearly always been umbrellas—they are shown, we are told, in the ruined sculptures of Nineveh and Egypt—and apparently there has nearly always been a grave doubt about their ownership. The encyclopedias remark that carrying an umbrella among men was regarded by the ancient Greeks and Romans as a bit of effeminacy, but we can't be sure that the encyclopedias really know what it meant. Likely enough, in classical Rome and Athens, carrying umbrellas was suspect for the very good reason that very few ancient Romans and Greeks could have given a satisfactory account of how they came by them.

But this report of Lord Trenchard's puts another complexion upon this ancient scandal. Not all umbrellas that you see nowadays, it is clear from this report, can be borrowed umbrellas that have not been returned, or umbrellas taken in mistake as hats used to be taken in mistake. Some umbrellas, there can be no doubt now, are legitimate treasure trove, found in trains, buses, trams, taxis and other public conveyances. Lord Trenchard doesn't even trouble to say how many umbrellas were left in London vehicles last year; he merely notes that there were 5,554 fewer. Probably the statistics of lost umbrellas are fabulous altogether.

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