THE CHARLOTTETOWN GUARDIAN

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FRIDAY, NOVEMBER 20, 1925

OUR DISEASES

In the news column of yesterday's Guardian there appeared two reports of much more than ordinary interest. One was the launching of a campaign for the eradication of all forms of tuberculosis; the other was the closing chapter of the Economic Conference at Winnipeg.

The campaign for the eradication of tuberculosis is being directed by the National Research Council of Canada. It will have behind it all that science has discovered and shall continue to discover, all the money that philanthropists can pour into the treasury, for philanthropy is boundless in the matter of bettering human conditions. Our public and private hospitals, the research work conducted by devoted scientists, the gifts and bequests for the cure of diseases all bear testimony to this. That the war against tuberculosis will result in final victory we cannot doubt. Medical science has already purged the world of the majority of its most deadly diseases. The deadly plagues of history, the pestilence that followed in the wake of war, leprosy, cholera, yellow fever— the incurable diseases of even a generation ago have yielded to the discoveries of science; the malarial and uninhabitable spots on the earth have been cleared up and made wholesome by science Tuberculosis and cancer, practically the only unconquered deseases are slowly yielding under the light of science and will eventually go under as leprosy and plague and pestilence have gone. May the battle be brief and the victory glorious

The economic ills with which the Winnipeg Conference has been grappling may also be finally eradicated but they are more deep-seated even than tuberculosis or cancer or leprosy. They are inherent in the human race, auto-infectious and the source of infection is human greed and selfishness.

Economic ills are as old as the race. The cave-man made the best terms for himself in dealing with his neighbor, caveman or beast, just as the Twentieth Century economist does with his neighbor, fellow countryman or foreigner. We buy in the cheapest and sell in the dearest market regardless of the effect upon our neighbor or our country. Who among our economists would refuse to purchase a foreign made article in preference to a similar article of Canadian make, if he could get the former five dollars cheaper than the latter, even although the purchase added to the economic ills of his country? Some would do it and some have done it but unfortunately too many of us look to self interest first.

Economic ills have been discussed throughout the centuries and they are still with us True, both caveman and modern economist have stretched forth a helping hand and to the credit of Christianity and civilization the helping hand is more in evidence today than ever before. The sick are being healed, the poor are being ministered unto and in many respects the world has come a long way since it dwelt in caves but we have brought with us that perennial source of economic ills,selfishness The science of Christianity alone has grappled with this disease and it has effected some cures but we are still far from being entitled to a clean bill of health.

MARITIME GRIEVANCES

The grievances of the Maritimes were aired quite conspicuously at the recent Winnipeg conference. Incidentally some Prince Edward Island grievances came into the open. One of these was that, while we grow thousands of barrels of apples, some varieties as good as can be grown anywhere, we rarely see them on sale in our fruit stores. We can buy British Columbia and even Oregon apples in our stores while our own Island grown apples are rotting under the autumn leaves. We can pay freight from the far western side of our own country and even of the United States and sell them at a price that will yield the western grower a profit, but we can't pay the Island grower enough to make it worth his while to bring them in.

This is a real grievance, a real loss to the province and may be added to that long list of grievances which drive our young men and young women out of the country.

Whom are we to blame? First we can blame the grower who was "soaked" by the apple tree agent and who has an orchard of unmarketable varieties. If these trees were uprooted and burned they would at least cease to be an eyesore. But all our orchards are not of the worthless class. We have the best varieties of early and late apples. But here also the grower is to blame for his neglect in spraying and his carelessness in packing for the market. The merchant also is to blame because he does not co-operate with the grower by advice and by agreement to buy the apples provided they are of salable varieties and properly packed. At our yearly exhibitions we see apples that are as attractive looking and of as good quality as any imported ones but we rarely ever see them again.

In this province we should not be obliged to import a single barrel of apples. We can grow all we require. In summer, when the early varieties are too delicate to be imported, our fruit stores are usually well stocked with our home grown apples but in the autumn the foreign grown take precedence and our own are left to rot on the ground.

This outstanding grievance has been aired in the press year after year but each succeeding year sees the grievance repeated. If we are to prosper this condition must be remedied.

EDITORIAL NOTES

Lost, eight cabinet ministers. A handsome reward would likely be paid for the recovery of any one of them.

A certain member of parliament after listening to a two hours speech, in which he himself was a conspicuous target, arose to reply amid great anticipation on both sides of the House. His reply was brief and to the point, "There ain't nothin' to it."

Again we have the assurance of Mr. King that parliament will meet, as at first agreed upon, on December 10, unless—and there we are. It has been said of Mr. Mackenzie King that he never took a definite step and it is evidently too true. There is one definite step that he shall take and, we think, in the not distant future, that is, he will step down and out.

The present mild weather is a blessing to the farmers and potato shippers. Winter has more than once set in early in November and potato shipments have more than once been caught on the rails earlier than this. Precautions must be taken hereafter to protect our potato crop by the first of November otherwise we shall be caught some day and the loss will be serious.

Notes By The Way

Saskatchewan was the one Province which did not elect a single Conservative on October 29. It did elect 15 Liberals and six Progressives. As it turns out the Conservatives elected west of the Lakes number 22, the Liberals 23, and the Progressives 21. Three independent Labor men elected, two of them in Winnipeg and one in British Columbia, of uncertain party affiliation make it a pretty equal division among the three larger parties in the four Western Provinces.

Three Liberal Ministers were elected in that region, Hon. Dr. King in British Columbia, Hon. C. Stewart in Alberta and Hon. W. R. Motherwell in Saskatchewan. These three, with Hon. E. M. Macdonald from Guysboro and the Ministers from Quebec Province were all that escaped with their political lives in the election of October 29. And yet the Prairie Provinces are apparently but little satisfied with the result, especially the Liberals and Progressives. It is complained that in Saskatchewan not 50 per cent. of the rural vote was polled owing to the urgency of saving the harvest on the first fine day after a long spell of bad weather.

It is pointed out by the Yorkton, Sask., Enterprise that the Liberals would have elected but nine members and the Conservatives and Progressives six each had their number been apportioned to the votes polled by the respective parties. But such things will happen in elections. Bitter things are said by apparently Progressive correspondents of local newspapers in Saskatchewan, blaming Premier King with "a relentless determination to destroy the Progressive party" which had kept him in power for four years.

Premier Dunning is reminded that in the election of 1921 he threw the full strength of his government to elect Progressives, with the result that 15 were sent to Ottawa along with a single Liberal. He is now charged with treacherously betraying his former friends. One correspondent writes: "The whole partisan field force of the Dunning Government was placed at the disposal of Mr. King. But when offered a seat in a reorganized King Cabinet he was too crafty to resign. He took no chances.

(Continued on Page 5)

Daily Selections FOR Guardian Readers

November 20, 1925.

EVERLASTING LIGHT: — Thy sun shall no more go down; neither shall thy moon withdraw itself; for the Lord shall be thine everlasting light, and the days of thy mourning shall be ended. Isaiah 60: 20.

PRAYER:—

"The Lord is my light and my salvation,
Whom shall I fear?
The Lord is the strength of my life,
Of whom shall I be afraid?"

THINGS WORTH WHILE

Don't ask "Has the world been a friend to me?"
But, "Have I to the world been true?"
'Tis not what you get, but what you give,
That makes life worth while to you.
'Tis the kind word said to the little child
As you wiped its tears away,
And the smile you brought to some careworn face,
That really lights up your way.

'Tis the hand you clasp with an honest grasp,
That gives you a hearty thrill,
'Tis the good you pour into other lives
That comes back your own to fill.
'Tis the dregs you drain from another's cup
That makes your own seem sweet
And the hours you give to your brother man
That makes your own life complete.

'Tis the burdens you help another bear,
That makes your own seem light,
'Tis the dangers seen from another's feet
That shows you the path to right;
'Tis the good you do each passing day
With a heart sincere and true—
For through giving the world your very best,
It's best will return to you.

Your Birthday

NOVEMBER 20.—You have great ability, are a born leader, and very shrewd, but just a little inclined to be conceited. You are thoroughly trustworthy and reliable. You should marry early in life, but cherish love when it comes to you, and never give way to fits of distrust and anger.

Your birth-stone is the topaz, which means fidelity.

Your flower is the chrysanthemum.

Your lucky color is grey.

The Public Forum

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

"BUY AT HOME."

Sir,—I think when we look at the number of vacant farms we will not blame the farmers who try to get 100 cents out of every dollar by dealing with mail order houses, which is apparently the only way he can do it. I cannot see where giving our local merchants 20 per cent. more will help our Province, if our merchants have to send every dollar, less their profit, away to wholesale houses or factories to renew their stock. The only factories we have here worth while are a few tobacco factories, and I think they are patronized pretty well in the line of tobacco they put up. Some writers in your columns have suggested that a 3 per cent tax be put on every dollar that goes to a mail order house, but I am afraid they will have to wait until a Bell Government again comes into power as it is the only kind of Government that will tax everything, tangible and intangible. I think the farmer shows more signs of depression than any other man. I, myself, can remember merchants who started business about 40 years ago, and a cart of codfish and a box of clay pipes comprised the bulk of their merchandise. Today they have large stores and warehouses filled with groceries, dry goods, hardware, etc, and they can proudly boast of being worth about $80,000. You may wonder how they accomplished this much, but if you follow me I will bring you to about two dozen farms where the farmers had to quit because they could not stand the strain at the end of each year. I am of the opinion that if one-half of our merchants would close out their business and invest the remaining capital in the purchase of some of these vacant farms they would make more desirable neighbors. I see it is proposed to bring immigrants here. I would like to ask the mothers and fathers of this Province how they would like the idea of having as neighbors people subsidized to replace their sons and daughters forced to leave their dear homes to seek employment in the United States. I think if bringing Islanders here is at all possible, preference should undoubtedly be given to them, or some special inducements should be made to keep our young people farming at home instead of bringing Poles or other Europeans to take the place of those of our young people who find it impossible to start farming on their own account without some substantial assistance. It might have been all right were the Bell Government in power, for they would have had more Poles to tax. If one-half the merchants take to farming and the remaining reduce their profits to those of mail order houses they would more than double their volume of business and turn their money over oftener and thus make larger annual profits. Our agriculture (including foxes) and fisheries are the only real industries we have, and these have to maintain too many business and professional men. I would say to the farmer by all means patronize mail order houses so long as you can save 20 per cent, and it will leave you $1.00 to contribute to hospitals and other worthy causes until such time as reform along the line I have suggested comes into effect.

I am, Sir, etc.,
EDWARD HUGHES.

Dromore.

THE TRANSPORTATION ISSUE

Sir,—I am compelled to take notice of the further statements made by Captain Read in your issue of the 19th instant, owing to the impressions he has attempted to broadcast, which are very liable to mislead the public, as a result of his efforts to distort conclusions arrived at during the Maritime Conference in Charlottetown.

I will deal with the last part of Captain Read's letter first, where he refers to a request he made to me to attend the Annual Meeting of the Associated Boards of Trade held at Summerside in August last, to discuss the double passenger service during the fall months. Capt. Read's statement in this regard would lead the public to infer that he had been treated unfairly and in anything but a courteous manner. I will accept Capt. Read's suggestion and publish portions of his letter and my reply, but before quoting same, I would like to remark further in this regard, that our Annual Meeting at Summerside was called for the 26th of August at 2.30 p.m. I received Captain Read's letter, which was dated the 24th of August, on the 25th of August, the day before the Meeting. I immediately consulted with some of the Executive, whom I could get in touch with, and while the Executive were desirous of Captain Read coming to the Meeting, we could not see how it was possible to change our program in the short three hours at our disposal to bring on a discussion about the double passenger service. We felt that if Captain Read took the floor on that subject that was probably about all that would receive attention at that meeting. The visiting Boards of Trade were the guests of the Summerside Board to a Banquet at 6 p.m. and Mr. A. M. Belding of St. John and other speakers were specially requested to address the evening session.

I will now quote from Captain Read's letter:

BORDEN, P. E. I. Aug. 24th, 1925
Dear Mr. Hyndman:

I see where you are to have a meeting in Summerside and that you have invited the Farmers' Institutes to send representatives to attend. If the weather is fine, I would like to go up and meet the representatives of the different Boards of Trade and discuss the advisability of maintaining a double passenger service during the Fall when the produce movement is at its height, for I am satisfied the unrestricted movement of freight in the Fall is of far more importance than the few passengers from the New England States at that time of the year, and honestly I believe that the different Boards of Trade and the Farmers' Organizations would agree with me when the real facts in connection with this service is placed before them. This is a matter that I believe would be settled for sometime, at least, if the different Boards of Trade knew the circumstances of the case first hand. Some people think I am bucking the Boards of Trade, but such is not the case, excepting when they put forth a suggestion which I do not consider is in the best interests of the Province as a whole, and in that case I feel justified in the stand I take, and now while you are all together in Summerside, I think it would be a good time and place to discuss the whole matter of transportation at the Capes.

Yours very truly,
(Sgd) John L. Read

My reply to Captain Read, dated 25th August, reads as follows:

Dear Capt. Read:

I have your letter of the 24th instant, with reference to the Annual Meeting of the Associated Boards of Trade to be held in Summerside tomorrow.

I can assure you we will be very glad indeed to have your good self attend, but as regards taking up the question of the double passenger service, I fear that would be impossible as the afternoon session will be occupied with business matters already on the program, and the evening session is to be addressed by Mr. Belding of St. John and other speakers. If a discussion on the double passenger service came up, I am afraid it would monopolize so much time that we would not be able to get through with the work we have on hand in the short time at our disposal.

I sincerely trust that we will have the pleasure of seeing you in Summerside tomorrow, and with kindest regards,

Yours faithfully,
(Sgd.) J. O. Hyndman

The reason I have for dealing with the above question first, is that Capt. Read claims that a second car-ferry is not needed, as the present one is adequate, and he takes issue with the statement in my previous letter, which reads as follows:

"Capt. Read's argument is founded on the assumption that we have only to meet present requirements." If necessary that statement of mine might be qualified in order to make it read more clearly for Capt. Read and the public who may be interested.—"Capt. Read's argument is founded on the assumption that we have only to meet present requirements, said requirements to meet Capt. Read's way of thinking, and not that of the travelling public, shippers or the Boards of Trade."

Capt. Read's letter above quoted should be sufficient to condemn the present inadequate service that has been dealt out to this Province for many years too long. The very fact that Capt. Read requests the privilege to ask for the withdrawal of the second passenger service is an admission at once that the service is most inadequate to meet the requirements of this Province and the travelling public. Capt. Read may claim that he is not bucking the Boards of Trade, but the Boards of Trade and the public generally feel that Capt. Read has just gone out of his way a little too far in meddling with matters of this kind. Capt. Read is officially employed to navigate and operate the Car-Ferry, and the Boards of Trade and shippers of this Province contend that ,when he is requested by his Department and the public for an opinion on the adequacy or inadequacy of our transportation service, it would be quite sufficient for him to deal with it when such a request is made. Capt. Read's contention is, that a single passenger service is sufficient and adequate during the Fall months, and that passengers coming to this Province by the Ocean Limited, arriving at Sackville at 5.45 p.m., should remain there until 1 p.m. the following day; also that our present system of passengers changing at Tormentine and Borden is quite sufficient for this Province; also that automobiles should be placed on flat cars and shunted up and down the yards at Tormentine and Borden, rather than being driven on the Car Ferry on their own wheels. As I have pointed out to Capt. Read on various occasions, the Car-Ferry Steamer "Prince Edward Island" was placed on the present route merely as an experiment, and since it has been proved feasible for a Car-Ferry Steamer to keep communication open during the winter months, that service should be brought up to date and made sufficient and adequate and equal to service given by the Canadian National Railways in other parts of Canada. As far back as 1919 I had a resolution passed unanimously, at the meeting of the Maritime Boards of Trade in Moncton, demanding that Prince Edward Island be given the same efficient and adequate transportation service between Sackville and Prince Edward Island points (including the ferrying of the passenger cars) that is given by the Canadian National Railway in the other Provinces of Canada. Capt. Read took exception to the resolution at the time, and discussed the matter with me on my way home from Moncton, and claimed that neither he nor I would ever live to see the day when passenger trains would be carried through by the Car-Ferry. We have lived to see the day when the passenger trains, carrying C. N. R. Officials, including Sir Henry Thornton and others, come right through to Charlottetown and other Island points, and as a result, they have little or no knowledge of the disabilities that the travelling public to and from this Island have to put up with. What did we find last year when the Boards of Trade went before Hon. Judge McKeown and other members of the Railway Boards in session at Charlottetown? We met a whole army of Railway Officials, from Moncton, with files galore, prepared to block every inch of the way of Prince Edward Island getting an improved and adequate service, and if Capt. Read was not in attendance at that session, the feeling of the general public is, that he was in league with those Railway Officials, who were so keen to prevent the Railway Commission granting the concessions asked for. Hon. Judge McKeown saw the reasonableness of our arguments for better service, but could not quite understand why passengers should be held up for nearly a day at Sackville, while the Boat was making several crossings a day, and all that was required was a passenger train to connect Sackville with Tormentine. While we did not succeed in getting all we asked for at that session, still Judge McKeown did order that a train leaving Sackville at 7.15 in the morning should connect with the Car-Ferry leaving Tormentine in the morning which would give an opportunity to passengers coming through to the Island to connect East and South of Charlottetown the same day.

Recently a traffic expert was appointed to investigate and report on transportation conditions in the Maritime Provinces. A few weeks ago this expert, Mr. F. C. Cornell, paid a visit to the Island, and at a meeting with the Executive of the Board of Trade, condemned severely the service he experienced from Sackville to Charlottetown, and one of the first questions he asked was, why was it the passenger cars did not come through to the Island? He further stated that he had no conception of the discriminations against us in the Maritime Provinces and Prince Edward Island in particular, when he was ask take on this work, I think Mr. Cornell will be prepared to condemn the present service more severely than I have ever attempted to do.

Notwithstanding these facts Captain Read contends that a second

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That Body of Yours

By James W. Barton, M.D.

HEART FIGURES

Some startling figures have been supplied us by the "Heart" society. These figures have been gathered from reliable sources, and there is no reason to question them.

They state that one in every fifty persons of all ages has organic heart trouble, that one in every eight deaths of all ages is due to the heart, and that one in five persons over the age of forty dies from some heart ailment.

The important point about the heart, the heart muscle, is the regularity of the beats, and the power, the muscular power of its walls.

Now it is possible for one to be born with a heart that is not normal, but the "heart" society makes the definite statement that practically all other cases are due to some infection from some other part of the body, that is from the teeth, tonsils, nose, intestines, gall bladder, and so forth.

As I said once before, in our student days we didn't know this, and spent our time trying to get the exact location of the valve or valves that were affected, and yet the treatment in these cases was practically the same for all the cases; rest in bed and stimulation by digitalis, strychnine, or alcohol.

As far as symptoms were concerned, we didn't describe the feelings or symptoms of the patient, but described the location of the particular valve that was affected, and whether the murmur came with or before the first beat, or with the second beat and so forth.

But now this is not considered important, because the heart can have all sorts of murmurs, and yet be a good strong heart. Some one has well said that "a mere leaky valve with a perfectly healthy heart muscle, puts a burden on the heart which is small compared to the heart's reserve force."

What is more important, as mentioned above, is the regularity and the power of the heart muscle itself.

Now, it isn't always possible to prevent infection, and thus prevent heart disease also, but the preservation of the tone or power of the heart thereafter, is in your own hands.

There is really only the one line of treatment and that is absolute rest at first, and then when the strength comes back, light systematic exercise should be taken.

Your breathing when you exercise is the best indication of the strength of the heart.

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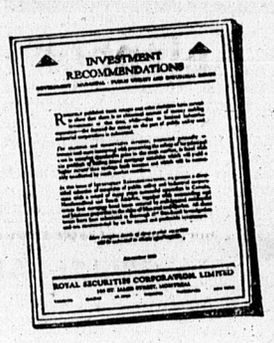

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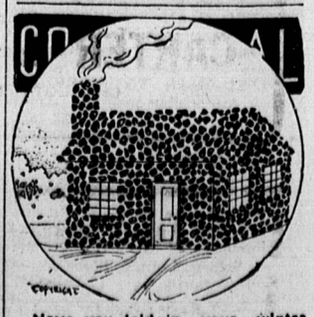

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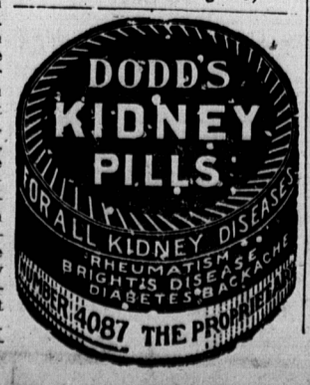
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