THE CHARLOTTETOWN GUARDIAN

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TUESDAY, FEBRUARY 12, 1929

RAILWAYS IN THE AIR

The Department of Canadian National Railways has prepared a three years' programme which will be presented to Parliament during the present session. A 695 mile branch line programme it out lined, including a ten mile branch between Lake Verde, on the Murray Harbor line, to Pisquid, on the northern line. The remainder of the construction work, with the exception of a 67 mile branch in Guysboro County, N. S., will be main- in the western Provinces.

This somewhat indefinite programme was prepared, no doubt, with a view to the general election, which must take place within the three year period. The Prince Edward Island branch is to be constructed "in connection with the programme for complete standardization of the track gauges" in this Province. There is no promise, definite or indefinite, as to when this complete standardization is to be begun. If by any misfortune the King Government is returned at the next general election, we may look forward for future promises with a view to future elections. The standardization of the road from Lake Verde to the eastern terminal at Murray Harbor would make a good scoop with which to catch a few votes, and the Murray Harbor railway could remain unstandardized indefinitely. Why kill the goose that lays the golden egg? Having served so well as election bait during previous campaigns, why not continue it?

The Murray Harbor line has become part of the air-route system. It was "in the air" long before there was any air mail service, and the only way to bring it to earth, where railways really belong, is to let the King Government take the air for the next few parliamentary terms, if not indefinitely.

Canada's natural resources have been talked about for several years, in and out of Parliament, and it is true that we are abundantly blessed in this respect. But Canada's natural resources are a bagatelle to those of the King Government, as the latter consist mainly of inflated promises as elastic as gas, and can be utilized indefinitely.

Whether the people of King's County will accept for a three years' programme the proposed ten mile branch as the fulfilment of the definite assurance given at the last two elections that the Murray Harbor line would be completely standardized, remains to be seen.

WHAT SHALL IT PROFIT?

The Halifax Chronicle, one of the Liberal supporters of the New Zealand treaty, remarks that:—

"The complaint about the New Zealand butter importations might have some force if there was any evidence that it was displacing domestic butter or depreciating the price of the home product. Far from this being substantiated, there is abundant evidence to the contrary."

Would The Chronicle undertake to guess what the price of Canadian butter would be if 10,500,000 pounds of New Zealand butter had not come into the Canadian market this winter?

It is useless to claim that the importation of large quantities of New Zealand or other foreign butter does not affect the price of the Canadian product. At present in the city of Charlottetown our creamery butter is in competition with the cheaper New eZaland product, and the price is unquestionably governed by that competition. The maintenance of the price of the Canadian product is of first importance to Canada, and especially to this Province.

Prince Edward Island has always been an exporter of butter, and the recent importation of New Zealand butter is the first in the history of the Province. If, as must be admitted, this Province produces more butter than it consumes, how can any importation, undersell the home product, fail to influence the price on the home market? But it is not only our home market that is affected. Dealers report that here has been very little demand during the present winter from the neighboring markets, such as Sydney and Halifax, which are now stocked with the New Zealand product.

It is quite true that a shortage of Canadian butter has been reported, particularly in the border sections of Canada, where the export of cream and milk to the United States has been abnormally large. This, however, will be corrected when the new Hoover tariff on milk and cream comes into effect. There has also been a considerable depletion of Canadian dairy herds in recent years, owing to the demand in the United States for this class of animals. These exportations have seriously menaced the dairy business. Is the remedy proposed by supporters of the New Zealand treaty, of admitting foreign butter, practically duty free, going to help Canada's admittedly greatest industry, agriculture, the foundation of which is dairying?

So far as this Province at least is concerned, the importation of New Zealand or any other foreign butter is bound to have a crippling effect upon our greatest industry.

The appeal is being made by Liberal politicians to the consumer that if it were not for the importation of foreign butter he would have to pay a higher price. What benefit this would be to the people of our city and towns whose chief dependence is upon the farmer, has not been explained. Whatever effect such an appeal would have in the larger industrial centres, it will certainly not impress our merchants, and business men, who know that when farm prices are high money flows more freely into every channel and everyone benefits. When farm prices are low, business stagnates. It has been estimated by dealers that if it were not for the unequal competition with cheap New Zealand butter our dairymen would be receiving from three to five cents a pound more than they are receiving today. The shortage of Canadian butter in the Central Provinces due to unusual exportation of milk and dairy cattle, would have afforded our Island dairymen a golden opportunity in these markets, had not the New Zealand product been admitted to fill the gap. As it is our farmers are now compelled to fight the unequal competition in their own home market, and the only consolation the Liberal politicians and Liberal press have to offer them is that the consumer temporarily is benefiting at their expense and that Canada, through the treaty, is exporting more automobiles and pulpwood to the Antipodes.

A SALVAGE CORPS

One of the lessons from the recent fire in the Victoria Hotel was the need of a salvage corps. Had there been such a corps, more valuable property would doubtless have been saved, and the fire loss very greatly reduced. The Firemen usually have their own work to do and cannot be expected to give any attention to the saving of furniture or valuables in the threatened building. A salvage corps, equipped with materials for roping off the fire area, with salvaging and life-saving apparatus where necessary, and gas masks to enable them to enter smoke-filled rooms, would be a valuable adjunct to the Fire Brigade. Necessarily such a corps would require to be made up of responsible men with an adequate sense of their duties, and there should be little difficulty in finding a sufficient number of suitable volunteers for this duty.

There will no doubt be other fires and the need will always be with us. Like everything else, the project will require someone to start it, and this, we believe, should be done without loss of time.

Notes By The Way

The increase in the number of traffic fatalities in Ontario was smaller in 1928 and in Toronto and some other cities in the province, the number of deaths due to traffic accidents was less in 1928 than in 1927. Last year 500 miles of highway were added to the Ontario system and traffic on the roads was greater than in 1927. Last year the number of deaths due to traffic accidents was 477 compared with an increase in 1927 of 49 per cent over the figure for 1926. In Toronto, where the number of motor vehicles in use increased 10 per cent, in 1928, the number of deaths due to traffic accidents decreased to 64. These facts are especially interesting in view of the prophecies of the opponents of the temperance measures adopted by Premier Ferguson, and reiterated in this Province by our political prohibitionists, that if Government Control were adopted, our roads "would be strewn with the mangled bodies of our husbands and sons, murdered by **drunken drivers.**"

It is interesting, also, to compare the improved traffic conditions in Ontario last year with what is going on in United States. According to the Toronto Globe, which quotes a recently published book by the Safety Officer of the Police Department in one of the large cities of the United States, "from Jan. 1, 1919, to Dec. 31, 1926, 137,017 persons were killed by automobile in the United States; while the total casualties of the American forces in the Great War were 120,050. The injured in automobile accidents reach 3,500,000 since the Armistice. Twenty-six per cent. of the killed and injured were children under the age of 15. Last year 23,000 were killed, an increase of 1,000 over 1925, the largest death toll by automobile ever recorded for a year."

The New York Times jocularly supplies some radio messages "picked out of the air" addressed to Professor Einstein, Berlin, noted author of the relativity theory, from enterprising American advertisers. Following are samples: "Don't close with any tent or medicine shows until our Mr. Snaffle sees you Thursday stop We have solid bookings Kansas Oklahoma July August and can guarantee you five hundred weekly minus travelling expenses stop When considering offer remember we are outfit which features Fatima comma only legitimate bearded lady in world. DAN GAMBY'S CIRCUS." "Will pay thousand dollars for exclusive talking movie rights your theory explained by yourself in person stop Programme introducing you will positively include Sangra Bellagra famous passion star's newest picture quote Love's Flame unquote Only condition you must wear your skullcap as it reminds our president of his father. KLEANSO PIXTURE CORPORATION."

Yesterday's Notes made reference to the organization and operation of Fascism under Premier Mussolini. The movement has undoubtedly changed conditions in Italy, but whether for better or worse is still a disputed point. The opinion of a cultured American scholar, Dr. Ludwig Lewisohn, given some months ago in an article in Harper's Magazine, is worth recalling. His words might be applied, not only to Fascism, but to contemperaneous movements propagated under the head of moral crusades in his own country. Dr. Lewisohn says —"Prosperous friends come back from their Italian travels and are loud in praise of the Fascist regime. It is rather a nuisance, they admit, to see so many soldiers, even though the blackshirts seem fine, upstanding fellows. But they remember former visits to Italy; they remember dilatoriness and sloth, loitering and disorder, and beggars on the steps of every church and in every shady corner. Today everybody is at work; everybody is prompt; things get done; there are no beggars; there is order. Therefore, Mussolini is a great man. He has got things done to the tune of heaven only knows how much and is a great patron of the arts to boot.

"These arguments which seem so unanswerable convince the man of letters, of scruples, the responsible friend of his kind, that he must in truth speak out. What these good people call order is the thing that, alas, we are forced to create in a ward of dangerous lunatics. Italy belongs to that Mediterranean world in which people have always loitered and sat in the sun, in which the beggar has never been the object of shame that he is in the industrialized North, but rather the cripple and the wanderer and God's fool and no wholly unwelcome reminder of the duties of compassion and charity. In that true life of man which he lives in harmony with his character, which he lives for its own sake and not for the sake of "getting things done"—piling up stone and metal beyond all need, increasing speed without improving direction, creating the irritant of futile desire because production overshoots necessity—in that true life, which we have almost forgotten, the Italian beggar was a far nobler human being than either the blackshirt or the blackshirt's intimidated slave. For it is a fallacy to believe that a folk will change its nature at the bidding of a tyrant. Fascism will pass; the Italian people will remain. In the meantime men are cowed and develop for a period the vices of the oppressed, and Mussolini is feared and hated on every Italian frontier from Tripoli to the Tyrol. The Fascist regime is an image of disorder, if order means harmony and peace, if it means that a people's political institutions must be a development or projection of its character and needs."

That Body of Yours

By James W Barton, M.D.

WHY IMMIGRANTS HAVE GOOD TEETH

When you see the European immigrants with their white gleaming teeth, and remember that the tooth brush is often an unknown article to the majority of them, you perhaps wonder if all this propaganda about the value of the tooth brush is not a mistake.

As a matter of fact you and I need the tooth brush daily, as keeping the surface of the teeth clean is one of the best known methods of preserving the teeth.

Another point that you can't understand is that perhaps both parents will have good sound teeth and the youngster will have teeth that decay early and easily.

Another point is that children will have scarlet fever, measles, whooping cough, and other ailments of childhood with apparently no damage to the teeth.

Now why is it that these immigrants, parents and children, have such good teeth as compared to our own citizens?

Your physician will tell you that every cell in your body is made up from the food that you eat and that the teeth in particular need certain kinds of food if they are to keep healthy.

Growing boys and girls need sugar and also need meat and eggs, but unfortunately pastry and candy often form a large part of their daily food intake.

Dr. K. O. Kappes of Rochester, Minn., has made many observations as to the cause of decay of teeth, and tells us that the only feature that seems to be a definite factor in preventing decay of the teeth is a diet composed largely of fruits and vegetables.

And when you think it over you will remember that our European immigrants are large consumers of vegetables and fruit.

Vegetables and fruits are so rich in mineral elements that we can readily see how they can supply the hard bone-like teeth with the materials necessary to keep them in good condition. The lesson is obvious. We and our children should eat fruit and vegetables every day, besids keeping the outside of the teeth clean with the daily application of the tooth brush.

THE POET'S CORNER

TALKING

(Barbara Young in the New York Times.)

I am amazed,
I marvel in my heart
That men can talk so much
And say so little.
I would rather
Be a dumb stone upon a windy hill
Than one of these thin voices babbling
Its arid, dull, reiterated tale.

I would rather be
A dark root in the earth.
I would lie still
A thousand years and listen to the rain.
I would go down
And be an undiscovered grain of sand
On the sea-floor,
Rather than waste my breath in foolish words
That publish to the sky
My emptiness.

A FRIEND

He stayed with me
Till my heart grew cold,
'Till the lights went out one by one,
So is life's path
When you walk with a friend
Hand in hand toward the setting sun.

H. C. Offerman.

You Can Excel!

Condensed from Psychology—Robert Kingman, M. D.

Nothing takes the joy out of life like picking a wrong standard for comparison and trying to measure up to someone out of our class. The man with the under-developed muscles may have a highly developed mentality; both kinds of development are needed in the world's work. The crumpled-up body of Steinmetz housed a brain hardly inferior in the field of electrical engineering to that of Edison himself. As a structural steel worker, however, he could not have earned one meal a day.

A man's capacity can never be determined by any scale outside of himself. What is normal for one individual is far from normal for another. Your standard for comparison lies in the potentialities resident within yourself and never in those of any other person.

Neither Samuel Johnson nor Lafcadio Hearn, on account of their chronically inflamed eyes, could have held down the job of target-spotter for five minutes on a modern battleship, but the perfect optics of a first-class range-finder have never been of much aid in producing a great lexicographer or a charming exponent of all things Japanese. We do not expect nocturnes from Lindbergh; but, on the other hand, Chopin's lungs would never have allowed him to be a flyer. Differences give to each person his peculiar value and superiority.

Study your peculiarities, the ways in which you seem to vary from others; and then use this dissimilarity for a starting-point to develop some talent or to produce some object that is just a little better than the average.

Variation is a fundamental law of nature. Botanists tell us that no two leaves and no two blades of grass have ever been found to correspond exactly. The same thing is true of animals. Nature is not given to making things alike, and the same principle of dissimilarity applies to human beings.

To turn your handicap into an asset you must first stop trying to be like others in the point in which you are weak, and be satisfied to develop faculties which will compensate for your defect. A blind man does not go far by trying to get his lost vision back. He stops bewailing his misfortune and trains his other senses to become keener than those of his seeing friends.

What a list of new-to-be-forgotten men and women have become famous, not only in spite of some overwhelming handicap, but because a deficiency in one direction actually spurred their efforts in another! Think of Helen Keller, deaf, dumb and blind from infancy, growing up to be an accomplished and educated woman, a graduate of Radcliffe College and an inspiration to everyone who has heard her name!

The sculptor Gonnelli who became blind at the age of 20 was able to execute excellent portraits in terra cotta, it being sufficient for him to merely pass his hand over a person's face to produce an exact likeness. Dr. Nicholas Sanderson who lost his sight before he was 12 months old, became professor of mathematics and optics at the University of Cambridge. It is recorded of him that his sense of touch was so exquisite that in a collection of Roman coins and molds he could distinguish the genuine from the false by feeling them, though counterfeits had deceived the keen eyes of connoisseurs. Nor was his hearing less acute; he was able to determine the dimensions of a room into which he was introduced for the first time, and his distance from the wall at any point from where he might be placed.

We doubt if literature lost much through the blindness of Dante, Milton or Homer; rather would it seem to have gained to the extent by which this affliction sheltered these men from the turmoil of their times. Robert Louis Stevenson, Lawrence Sterne and the poet Keats were members of that numerous company whose diseased lungs made other occupations than writing impossible. Tallyrand's crippled leg did not prevent him from becoming the foremost statesman of his epoch. Byron's club-foot, if it was not exactly an asset in his role of a Don Juan, certainly did nothing to detract from his excellence as a poet.

It is a strange sort of perversity that makes us all prefer to excel in the lines in which we are particularly deficient. The brainy man envies the longshoreman, and the boilermaker would like to be a clerk or a professor. Byron, who was prevented by his lame leg from taking part in most of the sports of his university days, devoted himself with a perfect fury to horseback-riding and swimming. He took more pride in these accomplishments than in his writing.

Fortunately the great majority of us are not handicapped by such serious imperfections as loss of vision, disease of the lungs or deformity of the limbs. But actual millions do suffer from slight deviations from the normal. Such deviations should never be allowed to detract from the full quota of work that one owes the world or from the full quota of happiness that life owes one in return.

one sense we are all variants from the normal. Everyone of us is either above or below the average in some detail of functional or structural development. Those who are aware of the fact are apt to be discouraged because they are not "just like other people," forgetting that these other people are just as apt to be discouraged because they in turn are not like someone else.

Nine times out of ten, the "neurotic's" feeling of inadequacy, with its train of obsessions and habit of morbid introspection, is the result of comparisons with other persons who are supposed to be "normal," "average" or "above the ordinary." There is no better way of starting a first class inferiority complex and bringing on a chronic state of depression that makes its possessor a nuisance to himself and to everyone about him, than just this method of comparing oneself with others.

There is never any difficulty in finding someone who is richer, or bigger, or healthier, or happier or better-looking than yourself. But such differences should never become a source of envy or jealousy. Feelings of this sort will lead you to believe that you have been slighted by Nature in your mental or physical equipment, and it is but a step further to the conclusions that you are abnormal or inefficient, that your whole life is a mistake and that you are of no use in this world. And all this, because you have used a wrong standard of comparison in judging yourself by this or that supposedly superior person.

Most of the unfit are so, only in so far as they demand of themselves that they conform to the majority. They have not been taught that they need only conform with themselves.

We all inherit something immeasurably greater than our defects—an eternal principle within, which endows us with a limitless power to vary upwards as well as downwards, and gives us latitude wherein to save ourselves! And as man is neither wholly animal, mind or spirit, but a balanced modicum of all three, so must he be studied and helped from the three sides of his nature that form its supporting tripod.

Feedpipes For Skyscrapers

(Condensed from the Review of Reviews Ernest K. Lindley.)

New York's subway's which carry every two weeks the equivalent of the entire population of this country are an integral though invisible part of the skyline of lower Manhattan. They are the conduits through which humanity flows in and out of the skyscrapers. Without rapid transit the skyscrapers would become so many empty standpipes. Every morning the workers pour in great streams through the ducts below ground and push up into the offices and factories of lower Manhattan. In one building bounded by streets of alley width, 12,000 persons work and through its doors 50,000 persons pass daily. At night the stopcocks are opened and humanity flowing down and out through the same ducts, spreads itself to homes in the outlying parts of the city.

The total trackage of the rapid-transit systems is 625 miles. But even these extensive facilities leave an appaling condition. Ten-car trains running at intervals of a few seconds, are wholly unable to cope with the rush-hour mobs. A recent investigation disclosed that in one type of car, having 44 seats and 56 straps, as many as 252 passengers have been carried.

The only consolation New Yorkers have is that the city is at present making a titanic effort to offer relief by doubling its mileage of underground route in one operation. It is the most costly, the most extensive, and, in many ways, the most undertaken.

Its cost approximately $700,000,000 will be double that of the Panama canal. To a dozen miles of tunnels partly through rock, a ditch several miles longer than the Panama canal must be added for the new system. The ditch becomes a broad slot, steel and concrete. The extreme difficulty lies largely in the fact that the system must be built without disrupting the traffic of the street surfaces or the vast compexity of gas and water mains, telephone, power electric lights and telegraph cables buried in the substratum.

Day and night more than 12,000 men using modern devices are at work. In so far as possible, the subways are built directly beneath the surface of the streets, but open gashes cannot be permitted. The subway diggers must keep a roof over their heads as they move, replace the pavement with wooden planking on stilts without interfering with the life above.

Through the heart of the city they must exercise the delicate touch of archeologis in spite of the colossal proportions of their task. Gas and water lines are shot up above the street on trestles, or moved to one side. Millions of feet of wire must be tied up under the temporary roof. In places skyscrapers must be underpinned and the existing subway lines propped up on steel framework while the new lines burrow beneath.

When this preliminary work had been done the main job of digging begins. If one peers through an aperture in the dock of wood, one can see below a surface clogged with street cars and automobiles, a lower world of trucks, shovels, cranes, and construction railroads. The similarity to a mine is striking in some of the tunneled sections. You dodge around the corner from a busy thorouhgfare, and are lowered 80 feet or so down a shaft to dripping underground passages which seem as far from the city as the copper mines of Butte.

The new subway system was began in March 1925. Along the main Manhattan line which is nearly completed, the builders have accomplished a variety of interesting feats. Under Washington Heights, at the northwest extremity of Manhattan the tunnel has been bored through rock in places 160 feet below the surface. Here of course passengers will rise and descend in elevators.

Further south, the subway had to to be cut through the bases of the heaviest and tallest elevated structure in the city. The 50 foot columns were picked up supported on temporary steel frameworks, and reset on the roof of the subway without the slightest discolation. Special steel was used here.

At the southwest corner of Central Park, Columbus monument, which stands in the center of Columbus Circle had to be trussed up for the second time in its history to permit a subway to run under it. It is 75 feet high and weighs 724 tons. At this point the new subway dives over the old, running down Broadway and plunges down the broad expanse of Eighth Avenue.

Besides continually blasting and digging among the mazes of communication and supply lines, the subway diggers have twice had to blast up against the four-foot main water conduits for the west side of Manhattan. The mere thought of it brought the field engineers to the verge of prostration, but it had to be done. For more than two years an

continued on page 5

THE LAND WE LOVE

By FRANK LEIGH

SUBMARINE CABLES

Q. What submarine cables are connected in Canada?

A. Six transoceanic cables have a terminus in Canada—five of them on the Atlantic and one on the Pacific coast. The date on which the cable was first shown to be of commercial value was in 1865, and up to the present their use has greatly increased. The Atlantic cables are controlled by Engish and American interests. The Pacific cable, from Canada to Australia and New Zealand, has been in operation since 1902, and is owned by a partnership of the Governments of Great Britain, New Zealand, Australia and Canada.

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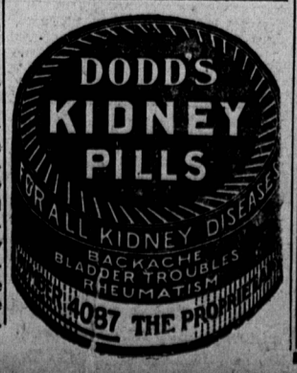

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