

THE CHARLOTTETOWN GUARDIAN

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FRIDAY, OCTOBER 26, 1928

SIR HERBERT AMES' VISIT.

TONIGHT in the Hertz Memorial Hall, Charlottetown, Sir Herbert Ames will deliver an address on the Changing Spirit of Europe. As our readers know, the aim of the League of Nations of which Sir Herbert was financial director for seven years, is to achieve permanent peace throughout the world. Universal peace can be secured only by universal education. The international distrust which is accountable for most of the wars of history must be removed, and this also is one of the aims of the League. The fear of fear intensifies fear and often causes us to take up arms against imaginary evils. League of Nations Societies are being organized the world over for the purpose of disseminating mutual confidence and mutual trust. Sir Herbert's address tonight cannot fail to be an illuminating one and should be heard by all who want to inform themselves as to the movement for universal peace. His Honor Lieutenant Governor Hertz will preside, and it is hoped that there will be an attendance commensurate with the importance of the subject.

ORPHANAGE CAMPAIGN.

THE annual campaign for the maintenance fund of the Prince Edward Island Protestant Orphanage is now under way, under direction of the Board of Trustees. This institution has become a necessity in this Province, and is doing splendid work for the poor children who have been left homeless and parentless. These children are the legitimate wards of the Christian people of the Province and the appeal on their behalf has always been cheerfully responded to. The Orphanage is a graduating school to desirable homes throughout the Province. Seventy children pass through the institution annually, and in the past several years many who would otherwise have been homeless have been placed in homes where they are being cared for and trained for usefulness and honorable citizenship. The trustees are giving their time and work gratuitously in this noble endeavor on behalf of the unfortunate little ones, and it is hoped that their efforts this year will meet with deserved success. The objective for this year is \$5,000; and if our people do their duty the sum will be reached without being felt burdensome. Collectors will call on citizens within the next few days, and we trust they will meet with the usual kindly reception accorded those who are laboring for the benefit of others.

FRANTIC EFFORTS.

THE smaller Liberal newspapers are making frantic efforts to extricate Postmaster General Veniot from the unenviable position he has placed himself in, in connection with the postmastership at Simcoe, Ontario. Several Liberal newspapers were big enough to severely criticize the partisan attitude adopted by Mr. Veniot, not only in this present case but in the dismissal of two or three hundred petty postmasters throughout the country for partisan reasons at the beginning of his now somewhat notorious career. The facts in the Simcoe case are too glaring to be obliterated by the whitewash brush. Mr. Whitaker, a returned soldier, was the appointee of the Civil Service Commission, and was notified to that effect. On the strength of this notification he sold out his business and prepared to enter on his new duties as postmaster. Here the Hon. Mr. Veniot intervened and refused to accept his appointment. Mr. Veniot is quoted as declaring that Mr. Whit-

aggerated, or he could hardly have qualified for a 100 per cent pension." It is difficult to understand how the loss of both feet could be exaggerated. In any case, this is the view the Canadian Legion is taking of the situation. The Simcoe Branch recently issued a statement declaring, "We feel that Mr. Whitaker has not received a square deal and is entitled to consideration at the hands of the Canadian Government," and they are bringing the matter to the attention of Premier Mackenzie King on his return to Canada.

THE POLITICAL SITUATION

THE political situation in Canada at present is simmering, and the country is listening with a good deal of interest to the louder presidential campaign noises in the United States. The expectation, ad-duced from the utterances of the presidential candidates, that the American party will be stiffened up whatever party comes into power, has set Canadians thinking seriously about our fiscal relations with that country. These relations are at present satisfactory only to the United States, while Canada is being bled white. That a further stiffening of the American duties would not be to the benefit of Canada is generally conceded, and the idea is becoming deeply rooted that it is time for Canada also to make a change in her duties against foreign countries. Some bubbles, anticipatory of the coming session at Parliament, are arising occasionally in the political pot. The Postmaster General, Hon. P. J. Veniot, has got himself, and incidentally, the Cabinet, into a peck of trouble, and some explanations will be demanded on the return of Premier King. The Hon. R. B. Bennett has aroused a great deal of enthusiasm in his recent tours by his restatement of the Conservative policy of Canada for the Canadians. The growing impo-rtation of products, agricultural and industrial, from the United States has set people thinking very seriously of the tendency of the pro-American policy of the Mackenzie King Government. The importation of butter from New Zealand and Australia and the consequent effect upon Canadian prices of dairy products is arousing much discontent among Canadian farmers. The dumping of American fruit and vegetables into Canada to the detriment of Canadian producers is also making itself felt, and there are noises among the fruit and vegetable growers of Ontario and the Western Provinces which are likely to grow louder, especially during the coming session. These symptoms of political unrest will be watched with interest by Canadians and it will be the part of prudence to study them carefully. There will be developments when Parliament meets, and it will be well to have the situation well in hand in the meantime.

EDITORIAL NOTES.

The bootleggers are getting all the blood money these days, and they are thriving under it. They have done a big business during the summer and are still going strong. Members of the provincial government appear to be dazed over the reports of the police court in its relation to the enforcement of prohibition. The bootleggers are reaping a rich harvest over it all. Quite a modification in the size and adaptability of the new Car Ferry has taken place since the first announcement, a modification accompanied by numerous excuses. Wonder if there is to be a modification of the million dollar appro-

Notes by the Way

THE time required for passenger steamships to cross the Atlantic has not been materially shortened since the Cunard liner Mauretania set the pace in 1910. She made the voyage in 4 days, 10 hours and 41 minutes. It has been remarked that while many ships now land their passengers on the sixth day, no serious effort has been made to increase any liner's sustained speed beyond 25 knots an hour. Faster ships are now being talked of in Britain, Germany, Italy and notably of late in the United States. An American magazine puts forth the name of Laurence Wilder as that of the man who is destined "to restore the American merchant marine to the point of its highest glory by establishing a privately-owned line of the fastest ships in the world." He has already accomplished great things in many lines of industrial activity.

Mr. Wilder has a plan on which he has been working for three years. "He has asked the Government for a loan and for favorable mail contracts. The ships will carry their passengers from port to port in a maximum of four days. They will sail daily in each direction as soon as their full quota is built; and operations are scheduled to begin in the Spring of 1930. The week-end in Europe is part of his plan." Airplanes will be carried for those who may be in a hurry to land.

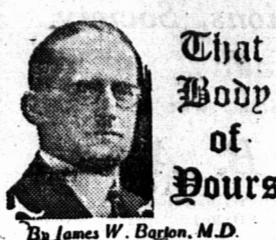
It is predicted that "the fast steamships of the future" will carry first-class passengers, mail, and express cargo, but no stowage or freight. Their sharpened hulls will be shaped with the one purpose of overcoming the sea's resistance to quick motion, and giving both high speed and comfort. It is claimed that they will be steadier than slower boats. Moreover, by making 32 to 37 round trips a year—the majestic makes only 14—Mr. Wilder is able to promise passenger rates lower than those of the fast ships of today.

"One of the first matters to be brought to the attention of the Prime Minister," says The Globe, "is the conduct of Hon. Peter J. Veniot. Mr. Mackenzie King will be asked to hear the representation of returned soldiers who desire to discuss not only the Simcoe episode but several other cases in which they claim, ex-service men have not received fair treatment from the Postmaster General."

That the King Government does not intend to take any action to relieve Canadian dairymen of the unfair competition to which they have been subjected by the Australian treaty, has been clearly indicated by Hon. J. A. Robb. "We are prepared to give them our full British preference if they will give us their full British preference," he said to a delegation from British Columbia. That would be widening the scope of trade between the Dominion and the Commonwealth, but would be still unfair. The treaty as it now stands is of benefit to Ontario manufacturers of motor cars and certain other lines of in-door industry, but at a loss to Canadian farmers. Every Canadian province is engaged in farming and dairying, and only one province in the making of motor cars. The worst infliction of the treaty falls upon the provinces like Prince Edward Island in which manufacturing is developed to only a limited extent.

Soil-mining has been practiced to an alarming extent in the Prairie Provinces of Canada, especially in Saskatchewan and the time is rapidly approaching when fertilizers must be applied to make good the loss. This condition was noted by visitors from the British Isles last summer and commented upon by them. They had also observed the large number of abandoned farms in Dakota which had formerly produced good crops of wheat. It is obvious that when the time of need shall come that the cost of fertilizing vast areas will constitute a very serious problem.

Professor Watson Bain, head of the chemical engineering branch of the Faculty of Applied Science, University of Toronto, foreseeing the coming needs of the West, outlines a plan for passing the component parts of air and water through a simple chemical process by which ammonia nitrate can be produced in unlimited quantities. By the fusing of rock phosphate and coke a compound of phosphorus useful in fertilizing would result. A great manufacturing plant would be required, and this could be operated by water power from rivers emptying into Hudson Bay. Some day these ambitious plans for producing vast quantities of fertilizing material from air and water may be



Dr. James W. Barton, M.D.

EXTENDING YOUR LIFE SPAN

I sometimes wonder if our friends, who compile statistics for insurance companies, are doing a wise thing in telling folks that the span of life has been lengthened by fifty years in the last fifty years. The natural conclusion is of course that every one living can expect to live fifteen years longer than could his ancestors of fifty years ago. All these statistics prove is that of one hundred individuals born to-day that more of them will reach the age of fifty say, than at any other time in history. And yet, as you've been told before, this whole saving of life is due to the savings of more babies at birth, and during the first year. Now I haven't any desire to alarm anyone, in fact my object is just the contrary, but this complacency, longer with you is a mistake. The Health Bulletin, Toronto, points out that the so-called wasting diseases of middle life, that is cancer, chronic heart disease, chronic kidney disease, premature hardening of the arteries, have not really been influenced or helped by methods of hygiene or preventive medicine. The reason for this is that these conditions come along quietly, "silently," and they are not suspected until the individual is perhaps getting examined for life insurance. However these conditions might have been prevented, or at least made less severe had these individuals been examined once a year by the family physician, because we know now that many cases of heart disease, and premature hardening of the arteries, can be traced back to early infections following some acute communicable disease, and then a little later in life to infections from teeth, tonsils, sinuses, and chronic diseases of appendix, gall bladder, or from the large intestine. These degenerative ailments of old age are responsible for over 40 per cent of our total death rate every year. Therefore if you and your family are to get the full benefit of an extended "span of life," it is up to you to have your children carefully watched during the acute infectious ailments, measles, scarlet fever, and so forth, and to have your family doctor examine the whole family at least once a year.

That ship model represented more than a year of work in design and construction. But Laurence Wilder had been working on the plan for almost three years. Before the idea was made public, he had got his ship design, formed his company, assembled his technical and advisory personnel, built up his working organization, and had ready for the construction of vessels the largest shipyards in the world. When the plan was presented it was not something that some one would like to do, but something for the complete accomplishment of which everything was in readiness!

The average speed promised for the new liners is 33 knots an hour; if this seems too rosy a promise, it should be remembered that the Saratoga, completed under Mr. Wilder's supervision, makes more than 31 knots. The ships will carry first class passengers, mail, and express cargo, but no stowage or freight. The sharpened hulls will be shaped with the one purpose of overcoming the sea's resistance to quick motion, and achieving both high speed and comfort. And it is claimed that they will be actually steadier than slower boats. Moreover, by making 32 to 37 round trips a year—the majestic makes only 14—Mr. Wilder is able to promise passenger rates lower than those of the fast ships today.

Mr. Wilder's scientific interest goes back a long way. He built a hydroplane when he was 15. While attending Princeton he with another youth used to make three or four thousand dollars a year taking old automobiles apart, repairing them, and then selling them. "We also experimented with alcohol and acetylene as engine fuel, and this got us a good deal of publicity. In consequence Hoover began to lay his plans for the Aermotor Company."

The Aermotor Company was the individual creation of an Iowa schoolmaster. Laverne W. Noyes, was making 66 per cent of the world's windmills, and shipping them to all corners of the globe. Noyes, then a schoolmaster, had invented a device to hold the ponderous bulk of the unabridged dictionary; and from tinkering with that had gone on to windmills, with great results. At this time he needed to work out a water gas engine, to pump water when the wind didn't blow, and Wilder came to help him. "That was in 1906," Mr. Wilder said, "and gasoline engines were being made with the precision of watches. We set to work to make a cheap one, and succeeded. We cut costs till we could deliver the engine complete, anywhere in the world, for \$37.50, and our nearest competitor was charging \$250 for seven million dollars when he died."

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When making bread pudding, sprinkle each buttered slice of bread with desiccated coconut instead of currents, and strew some on the top. This will make a pleasant change.

Undressed kid gloves can be cleaned by rubbing them lightly with very fine sandpaper.

Clothes dried slowly are whiter than those dried quickly.

Custard cups make splendid moulds for jellied salad.

When staying at a hotel for several weeks should one tip by the week or each time one is served?

When two women are friends, how often should they exchange calls?

At intervals of three weeks.

At a hostess has not received a reply to an invitation how should she write asking for one?

She may say that she fears her first invitation has not been received.

WEEK-ENDING IN EUROPE

Condensed from Personality. (October, '28.) Katherine Woods.

When the public learned last fall of the detailed and full-fledged proposal to build and operate an American line of passenger vessels which would cross to Europe—dock to dock—in four days, the name of the man behind the plan was as new as everything else about it. "Who?" people asked, "is Laurence Wilder?"

The man who has worked out the plan to restore the American merchant marine to the point of its highest glory by establishing a privately-owned line of the fastest ships in the world is the man who personally managed the company which completed the airplane carrier Saratoga, and which is responsible for the monster turbine at Hell Gate—in other words, it was Laurence Wilder who brought the Swiss Brown-Boveri Corporation to the United States and built up that great electric manufacturing company here.

Mr. Wilder's shipping plan, to carry out which he has asked the Government for a loan and for favorable mail contracts, has three striking new features: The ships will carry their passengers across the Atlantic, from port to port, in a maximum of four days. They will sail daily in each direction as soon as the full quota of vessels is built, and will begin service with sailings every other day. They will be equipped with airplanes, the schedule use of which at each end of the voyage, for the mails and for passengers who are in a hurry, will cut the time of crossing from four days to two. The week-end in Europe is thus part of the plan.

Operation of the line is scheduled to begin in the Spring of 1930. The voyage across the Atlantic has not been appreciably shortened in 20 years, since the Mauretania steamed from Queenstown harbor to Ambrose Light in four days, ten hours and 41 minutes in 1910; that, of course, was not the "port to port" time. Many ships now land their passengers on the sixth day, but no serious effort has been made to date to speed up any liner's sailing schedule to more than 25 knots an hour.

During the past year faster ships have been talked of. It is said that the new North German Lloyd liner is to be put into service early in 1929, will be fast enough to break the record of the Mauretania, although not with a very striking figure. The Italians have talked of the Duce's dream of building ships faster than any that have ever been thought of. Murmurs of high speed are heard in connection with the new Cunarders. But the big thing that has been done in the matter was done in Washington, on October 15, 1927, when the new American ship model was tested in the Naval Basin and proved its ability to do 35 knots an hour in a storm.

That ship model represented more than a year of work in design and construction. But Laurence Wilder had been working on the plan for almost three years. Before the idea was made public, he had got his ship design, formed his company, assembled his technical and advisory personnel, built up his working organization, and had ready for the construction of vessels the largest shipyards in the world. When the plan was presented it was not something that some one would like to do, but something for the complete accomplishment of which everything was in readiness!

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want to go on, to new accomplishment. This new accomplishment proved to be the Scintilla Magneto Company, making airplane ignition to take the place of what had formerly come from Germany. By new scientific methods this company, by 1925, had so perfected its product as to raise the duration of airplane ignition from 17 to 1000 hours. The Scintilla Company, whose magnetos were used on the Lindbergh, Chamberlain and other long distance flights, has now a 100 per cent. contract with the United States Navy. This work is a part of Laurence Wilder's passion for applied science.

When Mr. Wilder formed the American Brown-Boveri Corporation in 1925, the new corporation took in the New York Shipbuilding Company, and a number of electric companies, and soon built the Saratoga, the first ship of its type. Here, too, was conceived the turbine generator to be installed at Hell Gate, New York; it is twice as large as any other electric unit in the world, and can produce enough power to operate all the subways, surface lines, elevators, and electric lights on Manhattan Island.

To Laurence Wilder the matter of the four-day crossing of the Atlantic is a scientific problem. He isn't urging Americans to support his project from patriotism; that wouldn't be scientific. But he is firmly convinced that he can establish a great merchant marine for America by operating as business man and practical scientist, the best steamship service in the world. And that he proposes to do.

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"SALADA" TEA. Nowhere else but in a "SALADA" package can you obtain such high quality tea for so low a price and be sure that such quality will continue. Try one package! If it does not please you, your grocer will gladly refund you your money.

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debtors who owed us two thousand million pounds everything except what was needed to pay our American creditors for the munitions and supplies we bought from them during the war and expended in the common cause. No other allies power has made or contemplated anything like an equal sacrifice. Surely no one can expect us to do more. In the present year we got nearly as much from Europe as we were required to pay to the United States. We have to pay thirty-two million pounds this year, and we are actually getting the present year about thirty-two million pounds from Europe. Moreover, from 1923 onward for several generations we will have to pay thirty-eight million pounds a year to the United States, and also have to provide for that and a provision has been made in agreement we have contracted with our allies to recover that additional stability. We are, in fact, on the point of achieving the position aimed at in the Balfour note, and we shall do everything to maintain that position. I feel it my duty to give you this assurance plainly and fully before we go any further in these discussions.

WAR-TIME GAS ATTACKS THE HAGUE, Oct. 25.—Professionals of civilian populations—prisoners of war, and the like—were the principal question to come up for discussion at the International Red Cross conference opening here to-morrow. Forty-four governments, including the United States, will be represented. Conversations, which have been had with chemical military experts on the eve of the conference, indicate that civilians can hope for little protection against gas attacks in future wars.

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Prince Edward Mon. Dolores Del Rio. RAMONA WITH STAGE PRESENTATION.

Britain to Stand On Balfour Note. LONDON, Oct. 25.—"We have our stand irrevocably upon the principle of the Balfour note," declared Winston Churchill, Chancellor of the Exchequer, commenting in a political speech at Chingford tonight on the forthcoming reparations conference. "Great Britain," said Mr. Churchill, "has already made an immense and unequalled contribution to the reduction of reparations and war debts of Europe. We have renounced all idea of taking money either from our late allies or Germany for