

THE CHARLOTTETOWN GUARDIAN

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THURSDAY, NOVEMBER 6, 1930

Shocking Catastrophes

Yesterday's shocking accident at the railway crossing, Mount Edward Road, has stirred the Province more deeply than any tragedy of recent years. When the report of the accident first spread through Charlottetown, the details seemed too incredible to be true. They were, however, quickly verified. Just how the accident occurred will doubtless be the subject of an investigation by the coroner's jury. The fact that impresses itself upon the public conscience, is the appalling menace to human life of the open crossing, which has taken its toll on other occasions in this Province, but never before in such measure. The tender age and sex of the victims, the impressions of their happy, joyous countenances on leaving home, and of the tragedy which befell them with such suddenness and completeness, strike poignantly at one's heart.

To the bereaved relatives the sympathy of the entire Province will go out in overflowing measure.

Yesterday calamities did not come singly, for almost immediately after the report of the level crossing fatalities at Charlottetown the news was received of a similar catastrophe at Traverses Rest. In this latter instance an aged father and his two sons en route from Kensington to Summerside suffered almost a similar fate as that which befell the Charlottetown party at Mount Edward Road. In this instance the father died as a result of the accident and one of his sons received very severe injuries. The sympathy of the Province in this case also goes out to the sufferers and the sadly bereaved relatives.

The Fertilizer Duty

The effect of the tariff changes of the Bennett Government on the price of fertilizer to our potato growers has been the subject of much adverse comment in the Liberal press. The prediction was confidently made, and used for political campaign purposes, that the price of fertilizer would be increased without any compensating advantage to the purchasers. The proposed establishment of a large fertilizer making plant in Charlottetown effectively answers this objection so far as the mixed product is concerned, since the chief drawback to importing mixed fertilizer from other parts of Canada rather than by steamer from Baltimore has been the higher freight charges.

With regard to the question of importing unmixed fertilizer, the Guardian has received authoritative information that the new schedule of duties will not affect our farmers in the slightest degree. There is no duty whatever on any fertilizer ingredients coming into Canada, with the single exception of acid phosphate imported for separate use as a fertilizer, unmixed with any other ingredient. In that case its direct application to the soil brings it into the class of "mixed fertilizer" and it is subject to a duty of 10 per cent. Our farmers, however, very rarely use acid phosphate in its unmixed state. It is mixed with any other ingredient, either by the farmers themselves or at the point of shipment, it comes in, as before, free of duty.

It is estimated that upwards of eighty per cent of the fertilizer imported into this Province is classified as "unmixed", and comes direct by steamer from Baltimore, the central manufacturing point on the continent. It will thus be seen that the fertilizer tariffs impose no disadvantage upon the farmers of this Province, and that, whether they purchase mixed fertilizer from the local plant or the unmixed product direct from Baltimore and mix it for their own use, there will be no duty charges.

If the local plant proves successful, it may be that our farmers will find it more profitable to purchase

the factory mixed product in greater quantities than hitherto. This, however, is a matter for the farmers themselves. The point is that the duty will leave them free, as before, to purchase in the manner most convenient.

Canadian Book Week

According to Sir Andrew Macphail in an article in the Montreal Gazette on Canadian Book Week, which is being observed this week, it takes a Canadian author five years to get his works successfully before the public. Marjorie Pickthall was writing her best verse for seven years, read only by a few intimate friends. Louis Hemon was unknown for three years after his death, until a translation of "Marie Chaperdaine" brought him fame, and to his heirs the profit upon two million copies of the book. Other Canadian writers still await recognition.

"There is now," says Sir Andrew, "another new writer in Canada, whose work in manuscript is being reviewed at a dinner table while the salad is being dressed. No publisher has yet been found, for the publication of poetry in Canada is a precarious business. A thousand persons, willing to pay a dollar each, must first be presumed to exist."

This is rather hard on our budding authors, but it is a state of affairs which is by no means confined to Canada. The achievement of literary fame in every age has usually been attended by just such discouragements. The writer worth his or her salt will persevere until the public eye and take notice. Indeed, the unnamed poet to whom Sir Andrew refers may count himself (or herself) exceedingly fortunate in having already attracted the attention of a critic of Sir Andrew's calibre. The comment above quoted should go a long way towards popularizing the work of any versifier in this country. At least, it would offer a strong inducement to many readers to expend the dollar necessary to purchase the printed work.

However, Sir Andrew's point is that Canadian Book Week presents a rare opportunity for bringing to the front some new writer, for hastening the time when all the world will have heard. It is thus essentially a commercial enterprise, a frank concession to the modern spirit of advertising, to do for books what has been done successfully for other commodities. But a good book is something more than a commodity, and demands slightly different treatment. It is a living thing, shy, yet proud, content to prevail by quietness. The committee therefore should strive "to control the raucous voice that mimics the American magazines, and allow the soft harmonies of the English speech to be heard." The Book Week will then do good; for readers rarely do desire good books, and are the more willing to buy Canadian books "if haply they are to be found."

Many Set-Backs

The loss of the R-101 is by no means the first set-back to British airship ventures, though by far the most disastrous. Two years ago in Parliament the ill success of some of Britain's earlier efforts at constructing lighter than air craft were cited, as follows:

- R-33, cost £350,000, and she flew for 800 hours and burst.
R-34 cost £375,000 and burst before she was inflated.
R-35 cost £320,000, flew for ninety-seven hours, and burst.
R-37 cost £350,000, and was never completed.
R-38 cost £500,000. She flew for seventy hours and burst.
R-39 cost £90,000 and was never finished. She was scrapped and used as a stress test.
R-40 cost £275,000, flew for seventy-three hours, and burst.
The total for eight ships was £2,340,000 and the actual flying time was 1,540 hours.

Notes By The Way

The League of Nations is the biggest gesture for international peace the world has ever seen, and no matter where or how it falls in part, it is a million times better than nothing.

The Committee of Fourteen, in New York, has submitted a report for use in the Appellate Division's investigations of magistrates and their courts, in which as the result of a study of 12,000 cases tried in Women's Court in the past four years, it is indicated that commercialized vice has increased steadily since 1920. In every city in which studies were made it was found that a small group monopolizes the vice "racket."

The age of chivalry is reported dead and now we have the New York City superintendent of schools frowning romance out of life—out of the school teachers' life at all events. In a letter to the district superintendents and school principals he writes that absence from school by a teacher for the purpose of marriage or a honeymoon trip is "inexcusable" and is regarded by the superintendent of schools and the board of superintendents as "neglect of duty." The school teacher evidently is not expected to fall in love, except with his or her work.

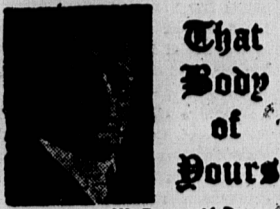
The North Polar territory has been walked over and flown over, and now Sir Hubert Wilkins is to venture upon a submarine trip there, perhaps the most dangerous attempt of all. If Wilkins succeeds, the world will acclaim him as a pioneer of undaunted courage and great skill.

To almost all men the state of things in which they have been used to live seems to be the necessary state of things, and though, in every age, everybody knows that up to his time progressive improvement has been taking place, nobody seems to reckon on any improvement during the next generation. It cannot be absolutely proved that those are in error who say that society has reached the turning point, that the best days have been seen; but so said all who came before us, with just as much apparent reason. "On what principle is it that if we see nothing but improvement behind us, we are to expect nothing but deterioration before us?" Macaulay declared in 1830 that rulers will best promote the improvement of the people by strictly confining themselves to their own legitimate duties, by leaving capital to find its most lucrative course, commodities their fair price, industry and intelligence their natural reward, illness and folly their natural punishment, by maintaining peace by defending property, by diminishing the price of law, and by observing strict economy in every department of the state. "Let the Government do this, the people will assuredly do the rest."

The news that Rt. Hon. Stanley Baldwin has been confirmed to the leadership of his party will be received with satisfaction by many in the dominions. Their delegates to the Imperial Conference are all of the mind expressed by Rt. Hon. R. B. Bennett in his opening speech at the conference. But unanimity is necessary for the adoption of the Bennett policy, and the present British Government has declared its opposition thereto. The best hope of the believers in the economic unification of the Empire by means of tariff preferences is the Conservative party of the United Kingdom. The official heads of the Labor party and the Liberal party are still bound to free trade.

It may be that other men high in the councils of the British Conservative party would be as strong champions of the Bennett idea as Mr. Baldwin has declared himself to be, but we know Mr. Baldwin by his record in that connection. He was the first prime minister of Britain to give a tariff preference to the dominions as a matter of Empire policy. Mr. Baldwin's safeguarding duties were qualified by exemptions in favor of the oversea countries of the Empire. Many months ago he declared that if returned to office he would launch out on a much larger scale of safeguarding legislation and would give preference to the dominions. If he is returned to the head of another Government within the next few months he can be trusted to conform to the Bennett policy, to which he recently gave his strong public approval. It may be, therefore, that next year there will be an Imperial Conference in Ottawa, as suggested by Mr. Bennett, and that that conference will put its seal on the Bennett programme.

Agriculture affords a striking instance of mechanization. In the United States, Canada, and other countries of broad spaces, results are particularly striking. Formerly machinery on the farm reduced drudgery. Now it not only does this, but it replaces human labor. Where grain matures uniformly, and ripens wholly on the stalk, two men with a combined harvester can reap, thresh, and



By James W. Burke, M.D.

DON'T TRY TO FIGURE OUT APPENDICITIS

Perhaps you wonder why some acquaintance, attacked by appendicitis, refuses to go to hospital for operation, and gets well, whereas another acquaintance is hurried to the hospital and the operation performed a few hours after the attack. He gets well also.

Still another when attack occurs, delays calling a physician, and when he is rushed off for operation, gangrene has set in, and he does not recover.

And still another suffers for days with acute appendicitis, refuses to go to hospital, has all the dangerous symptoms, and yet recovers. The appendix has drained its pus into the intestine and the pus comes away in the natural way by intestinal movement. This is of rare occurrence but cases of this kind do happen from time to time.

Now what should you do when you feel a pain in stomach or abdomen, that seems to naturally shift over to right lower side of abdomen?

Call your doctor at once. You see there are other symptoms besides the pain that the doctor will recognize, and so prevent serious results.

In certain ailments you recognize the trouble at once—scarlet fever, diphtheria, typhoid fever, heart disease and others—but in appendicitis the symptoms vary according to the condition of the inflammation in the appendix.

Dr. D. P. D. Wilkie points out that the onset of the ordinary appendicitis is not very striking—just a little sickly feeling, pain in abdomen going over and staying on right side, a little rise in temperature, tongue coated and constipation. This just means that the lining of intestine is inflamed, and is likely to get well again just as do inflammations in nose, throat, or elsewhere in the body.

However in some forms the inflammation is so severe, that it blocks up the appendix so that it cannot empty its contents into intestine. It becomes blocked or obstructed.

This is more serious, but unfortunately the pulse doesn't get much faster and the danger is not recognized.

However the patient himself usually "knows that something is wrong inside" and the anxious look in his face is a warning sign to the doctor, that operation is immediately necessary.

So don't try to figure out why some people get well without operation, and others die who do undergo operation.

There is the amount of infection, the resistance of the patient, the condition of the appendix and intestine, the exact place where inflammation exists, and many other factors entering into the matter.

And at the further end may you not fail to reach All that you hoped to find upon the other shore. Where the long centuries go curving up the beach And foam away and cease, and there is time no more.

And if, from some small door behind our Heaven, should stray A weedy path, from which the orthodox refrain, Round to your Paradise, I'll seek it out one day. And sit and hear you tell rare Indian tales again. —Lord Dunsany in the Saturday Review.

clean ready for bagging on the spot, as much as fifty acres of crops per day. As a result, large tractors and other mechanical contrivances, including motor lorries for the haulage of grain to elevators, are brought into use. In the half-century the wheat acreage of Canada has increased fifteen times. But is significant that of late years there has been but little addition to the labor employed on the land. The corresponding data for the United States are equally significant.

The Public Forum

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

MURRAY HARBOR RAILWAY

Sir:—It is pleasing to note that there is one man at least in the country in the person of Mr. Robert Jenkins, who is not afraid to give a piece of his mind to all concerned with the working and management of the Murray Harbor Railway.

I may say that he is not the only one who had similar experience for many years. The service rendered by the institution is long considered as almost a joke and should not be tolerated. Just fancy a passenger train leaving Murray Harbor at seven thirty a. m. arriving at Charlottetown the same day after twelve o'clock noon and seldom or never on time, a distance of fifty miles or thereabouts. Can anyone call that up-to-date service? I should say "no." I should say it is more like fifty years ago than up-to-date. The train hands may be doing their best under present circumstances, but they cannot be expected to do the impossible. Until some change is made you need not look for anything better than the same old grind. A change must come about, and that quickly. You cannot impose on the people forever. What will the change be? Well, I might be tempted to say "scrap the Vernon Branch line" but that would be out of the question; evidently it is there to stay. To my mind the only way out of the difficulty would be to extend it farther south in order to reach Eton village, which is a very central spot, where a large and profitable business could be built up, having now banking facilities, surrounded by a country which is hard to beat; and better still, is inhabited by a class of people you would have trouble to duplicate. The C. N. R. would have all to gain and nothing to lose by giving these people rail service worthy of the name, especially by doing so it would be serving a double purpose—The Murray Harbor people and all who live adjacent to that line who will reap the most benefit of all by getting up-to-date Railway service which they never had nor ever can expect until a change will come about. The improvement called for is long overdue and should not be doubted. The people who are the government should see to it without further delay. The management are to blame for neglecting to have the improvement made while the road was being standardized. There is no just reason why the people concerned should be denied their rights as this is a very small matter when you compare it with rail-roading as it is done today—only a drop in the bucket.

In conclusion I say to all my friends who are mostly interested, you have a good case at court if handled in a business way; you must not be found sleeping on your rights. Call meetings all along the line from Murray Harbor to Eton and Charlottetown; invite all your representatives, Dominion and Local, have them all bound by pledge to assist you to the limit of their power to secure for you those improvements called for in your resolutions adopted in your meetings; go at it with all your might; drop all party lines; present a solid front, that once done

you will be assured of success. I am, Sir, etc. BELFASTER

Fisheries and Unemployment

(Toronto Mail and Empire)

Business can be stimulated and more work can be found for our own people through the persistent purchase of Canadian instead of foreign goods. In no sphere of life can this policy be more easily followed or its good effects the more quickly felt than in the purchase of articles of every-day use for the household, especially of food. It is strange that though Canada has the finest fisheries in the world, the consumption of fish at home is relatively small; and, at the same time, we seem to think it necessary to buy considerable quantities of foreign fish year after year, the imports in 1929 amounting to no less than \$4,174,503. If we reduced the imports of foreign fish and eat more of our own the fishing industry would benefit enormously, and no industry is more worthy of encouragement. Fishermen, both inland and on the two seacoasts, are plain people who buy almost exclusively goods made in Canada. Is it not reasonable for consumers in Canada to reciprocate by making more use of Canadian fish, and thus to increase the purchasing power of Canadian fishermen? The industry has an importance which perhaps people who live inland do not appreciate, for the capital invested in it is nearly \$60,000,000 and the annual production is worth more than \$50,000,000. The money realized from the fisheries is spent with manufacturers of iron, brass, rubber, cordage, flour, textiles, engines, clothing—in fact its ramifications are felt throughout the country, and directly or indirectly it gives employment to many thousands of workmen, hundreds of miles away from the scene of operations. If each family in the land consumed even a few more pounds of Canadian fish it would give a great stimulus to an industry which already contributes so largely to the prosperity of Canada.

WOMEN SMOKE LESS NOW DRESSES LONG

LONDON, Nov. 5.—Now that women's dresses again cover their knees, the fair sex is smoking less and more discreetly, a tobacco manufacturer here observed. "Since the return of the long skirt we have noticed a reduction in cigaret sales to women," he said. "I suppose it is because men have tired of masculine women."

you will be assured of success. I am, Sir, etc. BELFASTER

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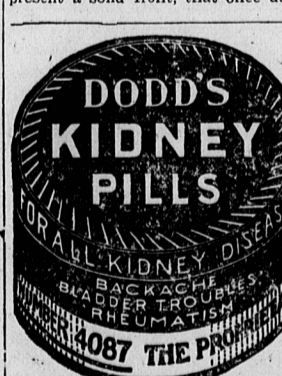
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MAY YOU GO SAFE

(On the Death of a Mahometan Friend)

May you go safe, my friend, across that dizzy way No wider than a hair, by which you people go From Earth to Paradise; may you go safe today With stars and space above, and time and stars below.

And at the further end may you not fail to reach All that you hoped to find upon the other shore. Where the long centuries go curving up the beach And foam away and cease, and there is time no more.

And if, from some small door behind our Heaven, should stray A weedy path, from which the orthodox refrain, Round to your Paradise, I'll seek it out one day. And sit and hear you tell rare Indian tales again. —Lord Dunsany in the Saturday Review.

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