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WHAT LITTLE THOUGHT

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That Body of Hours

By James D. Borlon, F.L.D.

WHY SOME SYMPTOMS PERSIST AFTER APPENDIX HAS BEEN REMOVED

An irritable or slightly inflamed appendix can cause other symptoms aside from the pain at lower right side of abdomen.

It so happens, however, that an inflamed or irritable gall bladder can also cause these same symptoms—gas pressure, nausea and vomiting—so that for a number of years it has been customary for some surgeons to make a fairly large incision or opening into the abdomen when removing the appendix so that they might have opportunity to examine the gall bladder also.

It was estimated a few years ago that a disturbance of the gall bladder was present in about three per cent of cases of appendicitis.

It is advisable to try to discover this condition of the gall bladder and treat it. Treatment consists of draining the gall bladder by means of a long, thin tube which is passed through nose or mouth and allowed to go down into the stomach in the first part of the small intestine.

The use of small doses of Epsom salts by mouth and the use of bile salts will likewise stimulate the flow of bile from the gall bladder thus preventing "biliary stasis" or sluggish gall bladder.

It is well to remember that bending over, kneeling straight, will also stimulate the flow of bile.

Presentation And Address

On Thursday, Dec. 22nd, the Church of Scotland Young People's Bible Class, Charlottetown, gathered at the home of Mrs. Daniel MacEachern, Fitzroy Street, where after spending a most interesting and enjoyable evening, the members of the Bible Class gave a very pleasant surprise to their Bible Class leader, the Rev. J. H. Bishop.

After spending two hours in a very profitable manner, Miss Annie Matheson called upon Miss Viola Bell and Miss Violet Matheson to make the presentation, Miss Bell read the following address:

December 22, 1938 Rev. J. H. Bishop.

Dear Pastor—We, the members of the Bible Class, cannot let this joyful season of the year pass without remembering you in some small way.

We owe our Class to you, our friendships and our interesting studies which we have taken in the last months.

In the past you have taken such an active part in our work that we look forward to many more happy and instructive meetings. Please accept this small gift, not for its value, but as a remembrance and conveyance of our very Best Wishes for a Merry Christmas and a Happy New Year.

The Central Guardian

This column is reserved for news of local interest but advertising of a newsworthy nature may be inserted at 4 cents a word strictly payable in advance.

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THE VOEGE January Clearance

Sale—coats, knit suits and dresses clearing at 33 1-3 discount.

MILTON.

St. John's Church, Milton, Morning Prayer 11 A.M. January 8th. Preacher, Rev. B. Taylor.

RECEIVES PROMOTION

Miss Mary Gordon Hughes, who spent her Christmas holidays with her parents, Mr. and Mrs. Gordon G. Hughes of this city, has left on return to Montreal, where she will resume her duties as Associate Editor of "Trade and Travel," an illustrated magazine published by the Canadian Chamber of Commerce.

CROSS ROADS SCHOOL CONCERT

The Christmas Concert of Cross Roads School was presented in the school room on Wednesday evening, Dec. 21st.

UNITED CHURCH

The following very excellent program was offered at the United Church on Christmas Eve.

CHURCH PROGRAM

The following program was pleasingly delivered at the Baptist Church Christmas Eve.

C. W. L. MEETING

The December meeting of C. W. L. Sub-Division was held in their rooms on the 12th inst.

Eastern Guardian

This column is reserved for news of local interest but advertising of a newsworthy nature may be inserted at 4 cents a word strictly payable in advance.

SUBSCRIPTIONS

to the Charlottetown Guardian may be handed to their Rept. Archie Hume.

ROBIN HOOD FLOUR

is economical. More loaves of better bread from each bag.

LINE ARRIVES

A carload of lime was unloaded at Baltic Station on Saturday by farmers of Red Point and vicinity.

RINK MANAGER

Harold Robertson, Kingsboro, had his tender for management of the East Point Egg Circle accepted at the recent annual meeting for one cent per doz.

DURING THE ENTIRE SEASON

pelts are received for shipment to the Prince Edward Island Fur Pool Limited by E. W. Stewart, Clark Brothers Store, Montague.

FOX PELTING PLANT

of the Charlottetown Fur Sales at Queen Street, Charlottetown will be in operation daily throughout the season.

SPINNING FROLIC

A number of ladies were invited to the home of Miss Helen Robertson, Red Point to a spinning frolic on Dec. 28.

GOOD AMATEUR CONCERT

At the amateur evening held in the town hall, Georgetown, during Christmas week the following program was well received.

RED POINT AND VICINITY

The Young Peoples Society of the South Lake and Kingsboro Churches held their "recreation" meeting at Kingsboro hall on Friday night.

LOT 46 EGG CIRCLE

The annual meeting of the Lot 46 Egg Circle was held in the hall at East Baltic on the evening of Jan. 3.

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Major Eliot Warns of Waste in Building Too Great an Air Fleet

By GEORGE FIELDING ELIOT (Copyright, 1938, NEA Service, Inc)

The airplane has captured the imagination of the American people, including American congressmen.

Many persons appear to think that the primary need of national defense is a great increase in our military and naval air forces—an air force second to none.

Rumors that Germany was able to put 10,000 combat planes in the air (highly exaggerated rumors, by the way) found instant response in demands for an American air force of similar size.

But the fact is that when present plans are completed, we will have an air force adequate to our own peculiar necessities. And we do not need, and ought not to create, a vast air armada beyond the reasonable requirements of our strategic situation.

It is a mistake to pile up great quantities of expensive planes which will become quickly obsolete. The French did that in 1930-1933; and today their air force ranks fifth in Europe.

The proper method of building an air force is to determine how many planes you will need at the outset of any war, considering your geographical location with respect to dangerous enemies, then allow a reasonable percentage for reserve, and prepare an annual replacement program to keep the

mainstay of national defense is the navy, we must have a fleet complete in every particular—including its aviation. The naval air force is part of the fleet; it must accompany it wherever it goes and work with it.

Certain types of planes—fighters, bombers, scouts, torpedo-planes—are borne in aircraft carriers, and the number required is, of course, limited by the number and capacity of the carriers.

Other types of planes are carried in battleships (spotting planes) and cruisers (scouting planes). These are catapulted into the air when they take off, and in returning must alight on the sea and be hoisted inboard by cranes. Again the total number is limited by the number of ships. Altogether, the fleet needs about 1000 planes of these various types—or will when present building plans are completed.

In addition, there are the patrol planes: the big flying boats which are to be our opponent—or to deal with him, and which have very long radii of action. They are given strategic mobility by the use of tenders, which are really floating repair shops and storehouses for their broods of planes. Considering the needs of the new air bases in the Caribbean, Alaska and the northeastern United States which are under contemplation, the navy will have to have some 800 patrol planes.

To these figures may be added 300 planes for the Marine Corps, 300 for the Naval Reserve, 800 for training and certain other planes for the projected Tactical School, and for miscellaneous service in the naval districts. The present limit of 3000 planes for the Navy is based on these requirements and is sufficient for present needs.

The Air Corps of the Army must meet an entirely different set of conditions. It must be ready to deal with any sudden attack on the continental United States launched from aircraft carriers or from some hastily occupied base in this hemisphere. For this purpose it must have a striking force superior to the total

credit balance in the local bank. The meeting closed with the singing of a Hymn.

Persons

Miss Eleanor Leslie R. N. of Montreal spent a well earned vacation with her mother Mrs. Norman Macdonald.

Miss Dora Lavander of the T. Eaton Co. staff Moncton spent Christmas at her home in Georgetown.

Mr. Jazb Mill, Montague, spent New Year's at his home in Clermont.

Miss Mamie Mill, teacher at Klein Green has resumed her duties after spending the holiday season in Montague.

Oxygen Cure For Seasickness

BOSTON, Mass., Jan. 5.—Mal-demer, commonly known as sea sickness which has bedeviled medical science since man first took to travel by water appears at last to have been conquered. An eminent American scientist, Dr. J. B. Hurlbut, of Harvard Medical School, Dr. Walter M. Boothby of the Mayo Clinic, Rochester, Minn. claims to have mastered the malady which annually inflicts a misery on thousands of travelers and prevents countless others from making desired ocean voyages.

The return yesterday of Dr. Boothby from a voyage to the West Indies on the Canadian National Steamship Line "Lady Nelson" which he and the ship's surgeon, Dr. Richard Goulden had conducted, is the subject of an interesting article in the "Ladies' Home Journal" which is a graduate of sea sickness, brought them from their beds, ended that dizzy feeling and permitted them to return to their normal state of health as the discovery, Dr. Boothby said, is suggestive of a practical relief for sufferers from



"Altogether, the fleet needs about 1000 planes..."

number of ship-borne aircraft possessed by any navy which is likely to be our opponent—or to deal with such a number of hostile aircraft as might be hastily assembled at a seized base for a quick raid.

The present plans call for a G. H. Q. air force of about 1000 planes—bombers, pursuit, attack and reconnaissance. This is the air striking force for the con-

tinental United States. It will be dispersed at various bases for training and administration, but can be swiftly concentrated for action by reason of the speed and flexibility which are the inherent qualities of air power. It is considerably superior to the total number of ship-borne planes possessed by any foreign navy, and strong enough to nip in the bud any attempt to establish an enemy

air base anywhere within its reach. For the outlying possessions, present plans call for some 300 planes for Hawaii and 200 for Panama. The Army will also need 400 training planes, 200 cargo and transport planes, and 200 observation planes for duty with ground troops. This brings us to approximately the total of 2,320 planes fixed by the Baker Board after exhaustive study of the Army's needs.

Possibly the number of observation planes may need to be increased somewhat, in view of the requirements of the National Guard. And there is an argument for giving the Army parity with the Navy in number of planes, especially if we are going to assume the likelihood of distant air operations for the defense of South America.

But there is no reasonable argument for the huge increases which have been proposed in some quarters, such as doubling, tripling or quadrupling the Baker Board's maximum. This, if done, would certainly react unfavorably on the cause of sane and sane-minded defense. Not only as to the inevitable day of retrenchment, but also by throwing out of balance the parts of what ought to be a delicately and carefully co-ordinated machine.

Furthermore such an enormous increase in our air power would have a dangerous effect on public opinion, encouraging the supposition, already all too evident, that our defense is largely a matter of air strength. For their own safety, it will not do for the American people to become too air-minded. Their defense is on the sea, and the initial missions of their Army and its Air Corps are concerned with assuring freedom of action to their Navy.

Protests Windsor Not Included In Royal Itinerary

WINDSOR, Ont., Jan. 6.—(CP)—Mayor David A. Croll protested today to Prime Minister Mackenzie King that the itinerary of the King and Queen does not include a visit to Windsor.

Croll sent the following wire: "I am the greatest automobile plant and the most important gateway between the two great North American democracies. Windsor has been expecting opportunity to demonstrate loyalty to the British Crown in connection with their Majesties' visit to Canada. The courtly largest of Windsor's Premier province, Windsor feels slighted and neglected in present plan for the royal visit. Windsor Ontario would appreciate your co-operation in arranging short stopover here."

Strongest of all the protests came from the North Bay Board of Trade. It asserted that "we do believe that the slighting of this section is not accidental" if the natural route from Sudbury to Bracebridge, via North Bay and Callander is not followed.

Earlier in the day mayor-elect Arthur Beattie of North Bay said that he had made a "strong formal protest" to the Prime Minister and to Dr. J. B. Hurlbut, Liberal member of Parliament for Nipissing against the failure to include North Bay and Callander in the itinerary.

Dr. Roy D'Arcy, physician to the quints, indicated that exclusion of Callander from the tour meant that King George and Queen Elizabeth will not see the famous Dionne girls. He did not feel it was safe, he said, to expose the children to risks of a journey necessary to bring them to the Royal Victoria.

sea sickness. A new type of inhalation apparatus known as a nasal oxygen mask developed by Dr. Boothby and Dr. J. B. Hurlbut leaves the mouth free, a decided advantage when used by patients for prolonged periods, and permits the patient to eat and to have a conversation even while taking oxygen. Dr. Goulden stated that the first seasick passenger treated had been confined to his bed and after the oxygen had been administered by means of the new mask he was able to get up, retain food and the dizzy feeling entirely disappeared.

World Air Power

Table with columns for Germany, Soviet Union, Italy, Great Britain, France, and United States, showing various statistics for air power.

The air power "box score" above has been prepared by S. Paul Johnston, editor of "Aviation". The figures represent his estimate of the comparative ratings of various countries in the aeronautical factors that go to make up air fighting power. In forming these estimates, Mr. Johnston even considered such matters as the form of government and its effect on aviation.

Thus the "moral" factor means not personal morale of individual aviators but industrial morale in the airplane factories as determined by the type of government. In Germany, Editor Johnston reasons, industrial morale is high because there can be no industrial disturbances short of general revolution.

In Memoriam

MRS. RODERICK F. MACADAM

"In the midst of life we are in death." Never was the truth of this statement so distinctly brought to light as on November 21st, 1938, death visited the home of Roderick F. MacAdam, West St. Peters and claimed as its victim his wife, Margaret, the early age of 36 years. She was the daughter of the late Mr. and Mrs. Joseph F. Doyle of French Village.

She was a member of the graduation class of the Empire's greatest automobile plants and the most important gateway between the two great North American democracies. Windsor has been expecting opportunity to demonstrate loyalty to the British Crown in connection with their Majesties' visit to Canada.

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In Memoriam

MR. JOHN L. LAIRD

On December 2nd, 1938 at his home in Stanley Bridge at the age of 74 years, Mr. John L. Laird passed away after a brief illness. He was a native of Scotland and had spent his life in this country. He was a member of the Presbyterian Church and the United Church of Christ from early youth until his death. The funeral will be held on Friday, Dec. 4th, at 10:30 a.m. at the home and cemetery where services were conducted by Rev. George Tilly, who spoke comforting words to the bereaved. Hymns sung during the service were "The Lord is My Shepherd," "Peace Perfect Peace," "Able with me, Six of God's nephews acted as pallbearers, namely Cecil Laird, Frank Bell, Clarence Stewart, Lorne Stewart, McVern Bullman, Shirling Stewart and Mrs. John Laird, having predeceased her husband there are left to mourn the loss of a loving father, his daughter and son-in-law, namely Mrs. and Mrs. A. Wesley Smith and their son Upton, and his daughters, Dora (Mrs. Ira MacCoubrey) and Freda, also a large circle of relatives and friends to whom sincere sympathy is extended.

Murder Puzzles Providence Police

(A. F. by Guardian's Special Wire) PROVIDENCE, R. I., Jan. 6.—The murder of Mrs. Anna Beer, 72-year-old widow in her room at a boarding house here today provided police with a mystery.

Commander Thomas F. Rattigan of the detective division said the woman had been robbed, probably criminally attacked, and cut and beaten to death with a milk bottle.

Treason Trial In Reich Underway

BERLIN, Jan. 5.—(AP)—Testimony was reported under way today in the secret trial of Ernst Meißner, resolute opponent of Nazism, and two others on charges of "preparations to commit high treason."

Well-informed sources indicated the trial which started Tuesday before the People's Court would last for several days.

CHOMEDY IN PORT AT HALIFAX

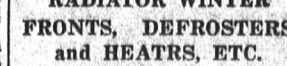
(Special To The Guardian) HALIFAX, N. S., Jan. 5.—The passenger-carrying freighter "Chomedy" Captain A. W. Seaman, Canadian National Steamship, arrived at this port this morning with passengers returning from a vagabond round voyage to the West Indies and British Guiana along with general cargo. The Chomedy is scheduled to sail from Halifax on Saturday, Jan. 14th, next on another month long vagabond round voyage to the West Indies and British Guiana.

Card of Thanks

Mr. Roderick MacAdam and family of West St. Peters wishes to thank all those who helped in any way during their recent sad bereavement.

Tired Feet

FIND INSTANT EASE WHEN YOU RUB



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