The Charlottetown Guardian

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Morning Daily (founded 1887) $5.00 per year (in advance) Delivered in City $4.00 per year (in advance) mailed to Prince Edward Island $5.00 per year (in advance) Mailed to Canada and United States

FRIDAY, MAY 28, 1937

Another Milestone

In a recent volume on "The American State Universities", Norman Foster gives a list of subjects taught and credited in one of the Western United States universities. Among them are such items as the following: Celestial Mechanics; American English; Applied Shorthand Theory; Advanced Clothing; Micropaleontology; Ice Cream and Ices; Upholstery and Weaving; Specialized Reporting; Problems in Teaching Clothing and Foods; Urban Sociology; Agricultural Extension News Writing; Intermediate Typewriting; Applied Technique of Folk Dancing; Roads and Pavements; Sewerage; A Man's Problems in the Modern Home; First Aid, etc.

We may be thankful that higher education in this Province has not run to such extremes of specialization.

The occasion this morning of the 77th annual commencement exercises at Prince of Wales College is as good as any on which to emphasize the value of the old, tried methods of education. The world, of course, is changed from the past. It is natural that a new note should be sounded from time to time in our intellectual centres. Each age must state its own reaction to the universe. Yet before discarding the past as of small significance, it is well to weigh very carefully the question of basic values. Ultra-modern education, as exemplified in the U. S. university courses above noted, covers an enormous field of practical knowledge. But will the young man or woman who is graduated from such a college possess the equipment to make intelligent use of it? That is really the crux of the problem. Is not he or she in danger of becoming literal minded, instead of liberal minded? And if education fails in broadening the mind, in shaping character, its success from even a utilitarian standpoint will be very short lived.

Prince of Wales College is an example of the success, over a long period, of sound educational methods. Those graduating today will appreciate this fact better, perhaps, in later years, after they have tested their training by experience.

To both teachers and students, congratulations are due on the hard work achieved during the year now closing, which marks another important milestone in the history of the institution.

U. S. Potato Crop Increase

According to the official U.S. crop estimate, the production of the commercial crop of potatoes in the eight early States,—Alabama, California, Florida, Georgia, Lousiana, Mississippi, South Caroline and Texas,—is expected to be fifty-seven per cent. larger than last year's production. This means that a crop of 23,293,000 bushels is indicated for 1937, compared with 14,847,000 bushels harvested in 1936. California the largest early producing State of this group, expects to harvest 10,350,000 bushels this year, compared with a 1936 crop of 5,695,000 bushels. In every other early State in the Union, substantial increases in production are indicated this year compared with last year. A preliminary estimate of acreage for the four second-early States, Arkansas, North Carolina, Oklahoma and Tennessee, shows an increase of twenty-three per cent. over last year, or 56,800 acres for this year compared with 46,000 acres in 1936, states the U.S. crop forecast.

This increase is expected to have an adverse affect on the export of Canadian tubers particularly table stock, to the neighboring country in the coming shipping season. Canadian table stock can only be marketed there when U. S. prices are about one dollar per barrel higher than the price level on this side of the border, as duty and shipping charges have to be paid.

The Man And The Legend

Thousands of newspaper columns have been filled during the past few days with comments on the career of the late John D. Rockefeller. For the most part, these comments have been laudatory, emphasizing, perhaps rightly so, the almost fabulous benefactions of the magnate's later years while minimizing the sordid record of the earlier years when the foundation of the Rockefeller fortune was being established. To strike the golden mean, to paint a fair and impartial picture of the man who became the richest person on earth, would in any case be a difficult matter. It is all the more difficult because, behind the staggering accumulation and distribution of wealth with which this man's name is associated, there seems to have been very little else of much significance. His intellectual and cultural interests were of the slightest, his taste in such matters banal in the extreme. He took no personal interest in the educational and scientific institutions he endowed so lavishly. Golf was his only diversion, and he played it for exercise rather than for sport. In his later years, having turned over his huge financial and philanthropic interests to his son, he concentrated on the business of living indefinitely, looking forward to each successive birthday as an achievement in this direction. He took infinite precautions with his health, as formerly he had done with his millions. His physical activity, according to the New York Times, became limited to sitting privately in the sun a few hours a day, and being driven in an automobile along private driveways, sunk in cushions, sometimes with the shades drawn when the passing panorama lost his attention. During his infrequent walks, male nurses walked at each elbow. Electric elevators were installed in his residences so that he might not have to climb a single flight of stairs. Besides a careful diet, oxygen tanks were kept on hand and included in his travelling baggage as respiratory stimulants. He became completely isolated from all but a few friends and members of his family, and "a few well-behaved children." The outside world was periodically reminded that he still existed only by reports that he had caught cold or had recovered from one, or was passing another milestone in his determined effort to reach the century mark.

This, of course, is not the whole picture, even of the last days of the ageing Croesus; but it is authentic as far as it goes, and it is not an overly inspiring one. For a more than usually competent summing up of the two Rockefeller periods the following from the Ottawa Journal may be quoted—the moral, if there is one, being left to the reader's own interpretation:

"For forty years—from the early 70's up to the Great War—the name of John D. Rockefeller was the most execrated name in American life. It was associated with greed, rapacity, cruelty, hypocrisy and corruption. Upon it was showered such odium as has stained the name of few Americans. Theodore Roosevelt denounced Rockefeller as a law-breaker. William Jennings Bryan went up and down the land demanding that he be put in jail. The attorneys - general of half a dozen states clamored for his imprisonment. LaFollette called him the greatest criminal of his age. Tolstoi said no honest man should work for him. Ministers of the gospel called the money he showered upon churches and colleges tainted.

"Then somehow a kind of languor fell upon the man's traducers. As the years passed there came a mitigation of the old hatreds. In some way the once despised Rockefeller emerged into a kind of genial sainthood. A newspaper poll voted him one of the greatest of Americans. John Singer Sargent, who made his portrait, said that when painting him he felt himself to be in the presence of a medieval saint—compared him to Francis of Assisi. His birthday became a kind of annual United States event. The sins of the all-devouring Standard Oil Trust had been replaced in the public imagination by the benefits of the Rockefeller Foundation, which has given $800,000,000 to educational, religious and scientific institutions. Meanwhile "John D." became a legendary figure, playing golf, giving dimes to children, and chatting to his neighbors, an eccentric survivor of the pirate age of American prosperity."

Editorial Notes

Thomas Moore born this date 1779.

* * *

There is not going to be any hard surfacing this year, according to the Premier. There will be all the more money to squander next year in the event of a Federal election.

* * *

Those of us who could not go to London "to hear" the King crowned and witness the magnificent procession, can next week see the whole show sitting comfortably in the Prince Edward for half the cost of a London luncheon.

* * *

Alberta has doubled her death duties "to prevent the flight of capital from the Province." Does "Prophet" Aberhart imagine "filtly lucre" has wings like the soul? That would be bad for the Standard Oil, for instance.

* * *

Alas, the days are gone when woman's aim was as indirect as that of a golf novice. Now when she throws anything, she rarely misses the mark, thanks to basketball and other eye-and arm-development contraptions.

* * *

Rev. W. C. Machum, General Secretary of the Maritime Baptist Union Boy's Convention told an interviewer in Toronto the other day that in the last seven or eight years membership in young people's religious societies in the Maritimes had increased "probably 100 per cent."

* * *

We are told that the Canadian delegation to the Imperial Conference has not accepted and will not accept any commitments regarding Imperial defense. As this applies to all the delegations it seems needless for Prime Minister King to seek to emphasize the fact. It is just another instance of his 1925 comedy of "bursting through an open door".

* * *

A series of open inquiries, which may yield several millions of dollars to the Provincial Treasury, are being launched into Ontario estates which the Government believes owe the Province succession duties on concealed assets. Premier Hepburn announced that Judge Duncan Ross of Elgin County has been appointed Commissioner for the purpose of investigating the estate of Pat V. Burns of Wentworth County. Counsel for the Province will endeavor to establish that the estate under-valuated assets that allegedly amounted to $1,829,965. Mr. Burns died in January, 1928.

* * *

We live in a period of scientific discoveries and contradictions. Just recently we passed through a period of aggressive birth control propoganda "in the interest of future generations." Now "Science Service", advises us that Dr. Donald Snygg, of the Toronto University has declared that those adopting a baby should not place too much importance on the intelligence of the infant's parents. Intelligence test scores of 300 children in supervised foster homes were compared by Dr. Snygg with the IQ's of their true mothers. Some relation was found, but it was very slight. Eliminating those who had been cared for by their own mothers during early childhood reduced even more the relation between mother's score and the baby's rating. A surprising finding was that the children of mothers who were borderline in intelligence turned out actually slightly superior to the children of mothers with average normal mentality. Those of definitely subnormal parents, however, averaged slightly lower

Notes By The Way

As the America's Cup flotilla left English shores the King's yacht, Victoria and Albert, signalled: A pleasant voyage and success for the Cup! A gracious, buoyant message of farewell— but success for the Cup will depend, not on luck, not on optimism, but on the faster boat, thoroughly equipped, well handled and well sailed. Success for the Cup will never come to a British boat through a repetition of the incredible errors of 1934, when about every fundamental of racing under sail was smashed to smithereens. Endeavour I was the better boat in 1934—the better boat, surely and systematically stranged in inexperienced hands. Has T. O. M. Sopwith profited by the mistakes of 1934? Is he a better skipper today? All British peoples—and thousands who are not British—will hope most fervently that he has and is.—Halifax Herald.

General Pershing was once an idol of the American people, but he was an idol for the same reason that so many others have been. Great men in America are manufactured by the press, and General Pershing is one of the manufactured products. He was not a great general, or a great anything else . . . We live in a world which is three-fourths humbug, and three-fourths of the life that most human beings live from the cradle to the grave is so mixed with humbug that it is often impossible for any but those with the sharpest mental eyes to discern even the faintest outline of the genuine. Our idols have feet of clay, and when one comes to examine them closely their heads are found to be of clay likewise. The military genius of General Pershing is not to be found outside of the gold braid which he wears.—San Francisco Argonaut.

Certainly to send 100 human beings aloft in a hydrogen-filled Zeppelin seems analogous to putting a like number aboard a train to which a dynamite-laden car is attached—or afloat on a ship with a cargo of high explosive. The train might go thousands of miles without the dynamite car exploding. The ship might be brought safely into port by a skillful skipper, just as the Hindenburg and the Graf Zeppelin have completed many trans-Atlantic flights under the masterly handling of Germany's sky navigators. But the hazard to human life would be there, through every mile which train or ship might travel—just as the hazard to human life was present through every mile which the Hindenurg flew before it met disaster. And the hazard was there, because a hydrogen-filled Zeppelin could make bigger profits than a helium-filled Zeppelin. But even helium doesn't make a dirigible safe—as the United States navy knows to its sorrow. Washington despatches report revival of the old controversy between the heavier-than-air and lighter-than-air schools of aviation thought. We see no need for reviving an argument which the heavier-than-air advocates won long ago. The American people are not particularly interested in that technical debate between two schools of flying thought. Sentiment in this country is clearly against further sacrifice of American lives in new Macons or new Akrons.—Buffalo Courier-Express.

General Franco offers the besieged Basques "a just and equitable peace," a guarantee of "life and liberty." It would be more convincing if his overtures had not been preceded by the slaughter of women and children in aerial bombardment.—Ottawa Journal.

It is a little difficult to understand the point of the comparisons given in London despatches showing the difference between the amount of space given in the London dailies on Coronation Day to King George and to his brother, the ex-King. It was not Edward's show; and there was no reason why there should be any mention of him at all. The Duke of Windsor will be having a show of his own one of these days, when it will be found that he can still command considerable attention from the public and the press.—Winnipeg Free Press.

Thousands of motorists toured the Niagara area Sunday to catch a vision of the famed fruit belt in blossom, and Nature responding nobly put on one of the best shows seen in many years. Throughout the area, and particularly in this section, the blossoms were at their best. The pink and white blossoms vied with each other for the preference of the visitors, but the pink usually won out. The announcement that the blossoms would be at their best brought out the motor cars in thousands. Often they passed at the rate of 2,000 an hour, a bumper to bumper stream which kept the driver engaged, but permitted the other occupants to view Nature in the fruit belt at its best. The many cars on the highways Sunday, and the back roads as well, indicated what a little judicious publicity can accomplish—it was a tribute to the Blossom Time Committee.— St. Catherines Standard.

For nearly 20 years a provincial statute forbade the operating of motor vehicles in Prince Edward Island, the ban only being removed reluctantly and with grave misgivings in 1920. Now the announcement comes from Charlottetown that the Government is raising the tax on gasoline from eight to 10 cents a gallon—the highest impost of the kind in the Dominion. If a little slow to recognize a good thing when they see it, the Island people evidently understand how to use a good thing once they know it. —Sydney Post-Record.

The whole world is shocked by the accident that destroyed the airship Hindenburg, but on the same day more men, women and children were destroyed not by accident, but deliberately in Bilbao, and yet the world is not aghast. War, it seems, is licensed to slay and burn, causing inconceivable horrors. Where are these licenses issued?—Toronto Star.

Take the story Bill Arnott told the other day in his column "In Soo" of how 78-year-old Dick Jones has kept off relief. With things apparently none too bright, Mr. Jones set out to see what he could do about it. So in the past three years he has made and sold some 262,800 five-cent pork pies, and thus has managed to avoid having to appeal for relief from the city. From time to time references are made to those who are inclined to lie back and dodge work, relying on the relief funds to keep them. The story of Dick Jones shows the other side of the picture, and there are not a few like them.—Sault Ste Marie Star.

That Body of Yours

By James W. Barton, M.D.

OVERWEIGHT MAY BE THE MATCH THAT LIGHTS THE FIRE IN DIABETES

Notwithstanding the fact that insulin now saves thousands of lives yearly, men and women who would have died with diabetes there does not seem to be any lessening of the number of individuals who, when they reach a certain age or period of life develop diabetes.

Why should there be a large annual crop of diabetics, who if they do not watch their diet or use insulin, will die within a few years?

The question as to why there are so many diabetics in the world, notwithstanding the knowledge of cause and treatment is ably answered in Hygeia by Dr. Elliott P. Joslin, clinical professor of medicine, Harvard University Medical School.

"First of all, today diabetes is recognized more frequently and this swells the total number of cases. Laboratory tests for the presence of sugar in the urine are far simpler than formerly and so are more generally employed.

The second reason for the increase in diabetes is the aging of the population. Diabetes is chiefly a disease of adults. Two-thirds of all cases of diabetes begin above the age of 40 years. In Boston in 1845 only 20 of every 100 persons lived to be 40 years of age; to-day 80 of every 100 persons live to be forty years of age. It is no wonder there are more diabetic persons.

Finally one must remember how much longer diabetic patients live, and ,therefore how much more of them we see about us. The average age at death of my diabetic patients formerly was 44 years, but now it has risen to 63 years." This is average age—many of course live to be considerably older than 63.

Prof. Joslin points out that while one can by vaccination and inoculation, be protected against certain ailments — smallpox diphtheria, typhoid—because they are caused by germs, the tendency toward developing diabetes seems to be inherited—usually from both parents or the ancestors of both parents.

Now the fact that one has a family history of diabetes doesn't mean that diabetes is bound to occur, but a serious warning is given by Dr. Joslin when he says, "The outstanding inciting cause for diabetes, in one with a diabetic family history who is above the age of 40 is obesity—overweight."

To prevent diabetes, therefore, there are two things to do: First, two diabetic persons should not marry and have children. A diabetic, if he or she marries, should choose a partner from a non-diabetic family. Second, any one who has a relative with diabetes, should never allow himself to become fat.

The Poets' Corner

LONELY NIGHT

Bleak wind upon the marsh
The night without a star,
The cry of a loon is harsh
Beyond, where breakers are.

Dark road that briefly glows
Before my motor ray,
No fellow-traveller goes
Belated down this way.

Thank heaven the gale is high!
I bless the hidden light
And wanton birds that cry
This lonely night.

—Ermina Carpenter Holland, in "Blue Moon."

In Lindbergh's Wake

(Winnipeg Free Press)

The recorded course of events in the progress of aviation is too well documented to excuse wrong emphasis being put on the Lindberg flight ten years ago from Long Island to Paris. There cannot be, and indeed there has not been, any inclination to diminish the historic renown that must imperishably accrue to the British fliers, Messrs. Alcock and Brown, as the undisputed pioneers of the eastward flight over the Atlantic in 1919, just as in conversant circles on either side of the Atlantic there has not been any claim for this fame belonging to Lindbergh. The significance of the feat itself is transferred by time from the courage of the act to the outcome of its accomplishment. It is too often forgotten that eight years were allowed to elapse before the pioneer airplane trans-Atlantic crossing was even attempted again, and in that brief span of time long-distance flying had acquired a technique in the United States which enabled one of its practitioners—an air-mail pilot, 25 years of age—to take off in his Spirit of St. Louis with superb assurance that he would accomplish a flight which, for distance alone and for singleness of effort, had been unattempted. The singular genius of Lindbergh later gave the impetus, and showed the direction, which transformed the world's conception of transport by air.

The establishment of intercontinential air routes was haltingly being accomplished with success by Sir Alan Cobham in Africa, but this expansion of the scope of air transport was accelerated when American foresight employed the young but sagacious Lindbergh to become the navigational pioneer of intercontinental air routes. His name will survive with the names of men like Hinkler, Kingsford-Smith, Cobham and the others who pioneered routes now daily in use. For Pan American Airways he laid the bases of its ramifications by plotting routes, first, to Mexico, then to the South American republics. In the north, he surveyed with technical assistance from colleagues the route called Greenland, which, though not yet adopted, will almost certainly develop into the basic feasible trans-Atlantic air route; and he first flew the overland route to Asia, over which Canadians especially need not display unbecoming surprise when they find that airway becoming pressingly closer to realization.

It is this achievement in world aviation accomplished within the decade since the event now being commemorated that will be regarded as the most astonishing constructive feature of this century. Ten years ago the air transport systems which are strong and famous today scarcely had their being. The British Imperial Airways dallied in the western world while forging ahead in eastern and equatorial countries, and today its 76 multi-engined aircraft fly routes of nearly 30,000 miles, and it and its subsidiaries fly more than 20,000 miles daily. K.L.M. of the little Netherlands operates an extraordinarily efficient schedule service to the East Indies and is probably to be admitted into Australia. Air France regularly connects with South America and French possessions in China. Pan American Airways not only soars over South American but has pre-empted the Pacific. Recently it completed its airline to the Philippines by linking Manilla with Hong Kong, and the first landing of its Clipper at Auckland, New Zealand, a few days ago was tumultuously welcomed by the people of that British Dominion.

Even these hasty references reveal what has been accomplished, not because Lindbergh flew the Atlantic, but because he showed the way afterward. He only flew 3,400 miles on the flight commemorated by these celebrations, but there are pilots, men like Horney of Imperial Airways and Musick of Pan American, who have flown in commercial aviation over intercontinental air routes more than a million miles each.

In this steady progress, jealously guarded, the air transport industry sees the true romance of flying that has transposed the romance of daring in flying. That is largely why the aeronauctical societies in Great Britain and the United States regard the French Air Ministry's projected air race as inimical to the interests of civil aviation. It may be claimed to demonstrate the advance in flying, but more probably sets at defiance every factor for safety and secure operation which has been fundamental in everything Lindbergh has advocated and insisted on as being typical and essential of scheduled air operation. The race may be held in August, and some 22 candidates have entered for it, but though the event will be heroically exciting during the 12 hours its winner may take to fly the course flown by Lindbergh in 33½ hours, the lamentable percentage of disaster appertaining to every international event of the kind must damage regular air services, especially at the inception of regular air services across the Atlantic.

There is something to be said, however, in support of the French proposal. Other nations have planned races to demonstrate the superiority of their new makes of machines. Why not the French? They have three new planes whose superiority may be shown in this race. To wish to show this may not be more unreasonable than were other nations demonstrating their machines in the London-to-Melbourne race in 1935, and certainly much more permissible than was the demonstration in the London-to-Johannesburg air race last year. And it was the winner of both those races, W. A. Scott, who, only the other day, referring to the flight ten years ago, said, "Lindbergh's original performance has never been surpassed." But it is what Lindbergh has done since he made that flight that has won the enduring gratification of the aeronauctical societies and the air transport industry.

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A. A. A. SAYS "NO"

(By The Canadian Press)

ANTWERP — British Workers' Sports Association has been refused permission of the Amateur Athletic Association to compete in the Third International Workers' Olympiad here in July because the meeting has not been approved by the Belgian governing body in athletics.

DONS TOUR SOUTH AFRICA

(By The Canadian Press)

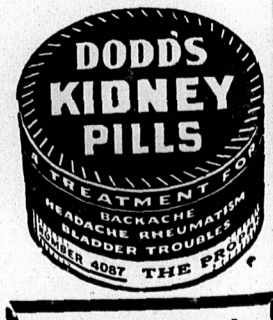
CAPE TOWN—W. Strauss and H. Currer, South African players of Aberdeen football club, are included in the famous Scottish team that is touring the Union during the next two months.

JOCKEY BADLY HURT

CHESTER, England — Brought down by the fall of another horse, J. Power, 18-year-old jockey riding Hartland Abbey, was kicked on the head and badly injured in the running of the Roodeye Maiden Handicap.

MAY CURB SKY-WRITING

LONDON, (CP) —Sky advertising is increasing rapidly over London and members of parliament are being urged to do something about it. It is getting on peoples nerves.



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