

THE CHARLOTTETOWN GUARDIAN

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U. S. Job Seekers

A recent Canadian Press despatch from Winnipeg states that an influx of United States citizens looking for farm work during the harvest season has added hundreds to the unemployment figures of Manitoba. The statement is made on the authority of Hon. W. R. Clubb, Director of Unemployment Relief. Mr. Clubb has informed Senator Gideon Robertson, Dominion Minister of Labor, that hundreds have crossed the international boundary illegally, and the Dominion Minister in his reply has urged the farmers to co-operate in combating the situation by hiring only Canadian help.

In Portage La Prairie, according to the same despatch, it is reported that between 150 and 200 United States transients are begging about the streets.

These facts indicate the changed circumstances in which we live. A few years ago it was impossible to keep Canadian citizens from emigrating to the United States. Canada was the dumping ground for American products, which in many cases were turned out by Canadians working in the United States for higher wages than they could receive in this country. Today, despite the still serious conditions in many parts of Canada, we are, comparatively with our neighbors and indeed with the rest of the world, most fortunately situated. Our industries, thanks to wise tariff measures, are being maintained, our agricultural markets are being preserved for our own producers, and by judicious trade arrangements with other countries within the Empire we shall be in a position to take the fullest advantage of the trade revival which will undoubtedly follow the present period of world depression. Let pessimists say what they will, the relative economic condition of Canada and the prospects for future expansion and development were never brighter.

Breakdown of Communism

The Economic Review of the Soviet Union, the semi-monthly magazine issued by the Amtorg Trading Corporation in United States, in its issue of August 1, carried a leading article by the Russian dictator, Stalin, containing excerpts from his speech at the conference of Industrial Directors in Moscow on June 23rd last. There can be no question of its authenticity or accuracy of translation. It is the official English translation of the official organ of the Soviet Union, published over Stalin's name.

Under the topic of "New Problems of Economic Construction" this is what Stalin says in demanding new methods of leadership and new conditions of industrial development. After deploring that many industries had not kept pace with the plans, he says:

"In a number of enterprises our scales are so determined that the difference between skilled and unskilled labor, between hard and easy work has almost completely disappeared. This equalization leads to a situation where the unskilled laborer is not interested in becoming skilled, having no perspective of advancement. Hence he considers himself a 'visitor' upon the job, working only temporarily in order to save a bit and then go elsewhere 'in search of luck'."

To do away with this it is necessary to eliminate the equalization of wages and the old wage scale. We must not tolerate a situation where a steel worker receives the same wage as a sweeper, or a locomotive engineer the same as an office clerk."

Dealing with the means to be taken to stimulate ambition on the part of the less skilled laborers, Stalin says:

"They can be attached to the enterprise only by promotions, by wage increases, by establishing scales which would be an incentive to acquiring greater skill."

An equally radical departure from original Bolshevik principles

—and one which was not mentioned in press despatches—is in regard to the abolition of the seven-day week. Stalin, complaining of "irresponsibility" among the workers says:

How was it possible for this lack of responsibility to become established in a number of industries?

It came in as an illegitimate companion of the continuous working week. To liquidate this situation and do away with irresponsibility... we must change the conditions under which the continuous working week is introduced or where conditions are not conducive to such an experiment, do away with the continuous working week on paper and adopt temporarily a six-day week with one rest day, as was done recently at the Stalingrad tractor plant and then prepare the ground for returning later to a real continuous working week.

An altered attitude towards the professional class and the intelligentsia is also ordered by Stalin, who says:

"No ruling class in history has been able to get along without its intelligentsia.

"Some comrades think that only party members should be advanced to leading positions in factories and mills. It is unnecessary to say that nothing can be more foolish and reactionary than such a 'policy'."

"It would be stupid and senseless if we were now to look upon practically every specialist and engineer of the old school as if he were an uncaptured criminal or damager. 'Specialist bating' has always been, and still is considered a harmful and shameful manifestation."

These announcements from the Russian dictator prove that the Soviet has had to reorganize itself in conformity with the laws of life and human nature. Mankind, finds Stalin, cannot function at its best without the spur of ambition and the hope of reward. Nor can man toil unceasingly without a day of rest. Even were the Sabbath without religious order, it would still be necessary to have a Sabbath of rest or recreation for working man and working animal.

Stalin's announcements, comments the Regina Star, mean that Communism has been tried and found wanting in many important aspects of national life, compelling a return to the once despised institutions of hated capitalism.

Following Bennett's Lead

Some weeks ago Rt. Hon. R. B. Bennett asked holders of \$250,000,000 of Dominion Government bonds to accept loans bearing a lower interest in lieu thereof. The people responded by converting \$634,000,000 of their 5 and 5 1/2 per cent. holdings into 4 1/2 per cent. bonds. The United States Government took the cue and put through a much larger loan conversion. At the present moment Australia, also taking a leaf out of the Canadian Prime Minister's book, is working out a loan conversion scheme, with a considerable measure of success. The British Chancellor of the Exchequer has a huge loan conversion plan under consideration. It looks very much, comments the Toronto Mail and Empire, as though in this, as in other matters, the present Canadian administration is showing the way to the English-speaking world.

Canada's Achievement

It is truly remarkable says the Northern Miner, the manner in which a small population in this country has contrived to win for itself such a powerful position in the world at large. Ten million people have forced recognition of a young nation in a surprisingly short period. Today it is rare that one can make a study of any commodity of world importance without early discovering that Canada is a factor and a big one.

Editorial Notes

St. Kilda's Island, 140 miles off the coast of Scotland, which was evacuated a year ago by its lonely and poverty-stricken remnant of population, has found a new use. It has been purchased by the Earl of Dumfries, 23 years old, and will be utilized by its owner for the study of bird life.

NOTES BY THE WAY

A poor, sick woman, whose sufferings had made her a little morbid, made a curious request of a friend. "When I am dead and my neighbors come to my door with regret and sympathy, do not let any of them in the house, because I have lived here for years, lonely and forlorn and shut in, and not one of them has dropped in to cheer and comfort me. If they offer their car for the funeral, refuse them, because they never asked me to take a ride, though they must have known how much an invalid would enjoy getting out. Do not let them lay a flower on my coffin, for they never gave me a single bloom in life."

It isn't speed in itself that is the direct cause of motor accidents, but the feeling of recklessness and the momentary lapse of judgment while speeding. Since these are rather vague and abstract mental conditions, the next best thing to control them is to place a definite restriction on their cause—Excessive speed.

In practice every committee in the world, be it a number of village elders in China, England or Alaska, an assembly of Cabinet Ministers of a great Power, or a group of generals deciding on the proper plans for the overthrow of the enemy, is divided into cliques, indulges in personalities and differs violently over every point of importance. There are two alternatives in committee procedure, either delay, indecision and intrigue, or the complete dominance of one man.

While the British Government does its utmost to devise for India a constitution which will be fair to all concerned, the assassination of British officials continues. On July 27, Mr. R. R. Garlick, I. C. S., district judge was murdered at Allpuri. On July 23, Lieut. Sheehan was wounded and Lieut. Hext was murdered in the central provinces. On July 22, an attempt was made to shoot Sir E. Hotson, acting governor of Bombay. A statement by Mr. Benn, Secretary of State for India, shows that in addition to those mentioned, one magistrate was killed and other officials injured earlier in the present year. During 1930 at least seven officials were assassinated and a dozen others were wounded, including Sir G. de Montmorency, governor of the Punjab, when leaving convocation at Lahore University.

The Sault Ste. Marie, Star, owned and edited by Mr. James W. Curran, is an independent newspaper. It criticizes one party as often as it does the other party. It does not, like many independent journals, endeavor to please its readers on both sides by straddling a pressing moral issue. Possessed of a clear, straight vision, it realizes that one of the central party organizations was "sweetened" by the Beauharnois promoters and that the other refused to be so fixed. Contemptuous of those newspapers which pretend that both parties are in the same boat, it hits straight from the shoulder at the party which has been caught flagrante delicto. It even goes so far as to say that Mr. Sweeney is a comparatively innocent man who was squeezed for money by the Federal Liberal organization. In addition, it explains quite clearly why Rt. Hon. R. B. Bennett, an upright, honest man, refused to let his central party organization have anything to do with the slush fund. As The Star points out, the present Prime Minister hates graft with a perfect hatred; he takes a tremendous personal pride in the only job he has ever wanted—the job of building jobs for Canadians and of putting Canada on its feet.

The Akron Takes The Air

(Ottawa Journal) Two or three years ago when governments were not cramped for money the United States decided to build its navy a fine big dirigible. Millions of dollars were spent and on Saturday last the dirigible Akron was launched at Akron, Ohio, by the wife of President Hoover. Before the end of the month this "dreadnaught of the air" is expected to make its test flight, and then no doubt the United States will feel safe from attack by wayward South American powers.

The Akron naturally is the largest dirigible in the world. Certainly it should be the best. Its builders have had the advantage of the mistakes built into the Graf Zeppelin, they must have learned something from the destruction of the British R-100. The German-built Los Angeles of the United States Navy has been in active service for years and still flies.

There are ten million parts in the Akron of which 6,500,000 are rivets. Into its construction went 1,500 miles of piano wire, acres of canvas, twelve great gas cells. It is to carry a crew of fifty-eight, has accommodation for five fighting airplanes which can be released and taken on in flight, is supposed to carry a useful load of close to 200,000 pounds, has a cruising speed of eighty-four miles an hour and a range of 10,000 miles.

Properly considered, however, the dirigible remains in the stage of experiment. Its record in peace and war has been one of catastrophe and disappointment. Great Britain is maintaining the R-100, but is building

Secretary of the Navy Adams, of the United States, has issued a statement of policy that can only be regarded as of a provocative nature. Summaries of this statement which appeared in Wednesday's newspapers, and which are to be sent to all branches of the United States naval establishment, are to the effect that the republic will maintain a fleet of all classes of fighting ships built up continuously "to the limits of the London treaty" and "maintained at that level" in order that Uncle Sam may have a navy "second to none" and "capable of ready war-time expansion."—Vancouver Star.

At a time when Great Britain is keeping down her naval expenditures far below the stipulations of the Washington and London agreements, and almost on the eve of the World Disarmament Conference,



By James W. Barton, M.D.

That Body of Ours

EPILEPSY

It is interesting to look back and follow the treatment of epilepsy up to thirty or more years ago, and see how the ideas of the cause of epilepsy and consequently the treatment have changed since that time.

Years ago only one line of treatment was given, that was a powerful depressing drug—the bromides—which while lessening the number and severity of the attacks kept the patient depressed and melancholy.

Although it has always been admitted that epilepsy was due to some disturbance of the brain or nerves, it was likewise admitted that the attacks themselves were caused by the kind or amount of food eaten, or the condition of the patient when he ate food. Food then was the immediate cause of the epileptic fit.

This was proven just a few years ago when a number of patients who had daily attacks, or a number of attacks daily, were kept absolutely free of attacks as long as they did without food. At the end of ten days they just had to eat to keep alive and the attacks returned.

Then it was found that certain foods had the effect of bringing on attacks more often than others. Starry foods—vegetables and bread, whereas, fat foods—cream and butter—seemed to have the effect of preventing attacks. Accordingly the diet now in use in homes and institutions consists of the usual amount of meat and eggs, an increase in fats, and a decrease in starches.

The normal individual usually takes 1 part of meat or eggs to 2 parts of fats and oils, to 4 parts vegetables and bread, where the epileptic patient takes 1 part meat or eggs to 4 parts fats and cream, to 2 parts vegetables and bread.

Finally, it was found that many of these patients seemed to hold too much water in the system, and by cutting down on the amount of liquids taken, the attacks were prevented or lessened in number. Suddenly increasing the intake of water during the course of the treatment tends to cause the return of the attacks, at least in the severe cases.

I have spoken before of the above drugless methods of controlling epilepsies. The cause of luminal is still the principal drug used everywhere, where these other methods are not effective.

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Political Career Ended

(Sault Ste. Marie Star (Independent)) Right Hon. W. L. Mackenzie King is through, and realizes it. The severe speech in which Premier Bennett dealt with what was Mr. King's plea for mercy in the Beauharnois scandal means that Mr. Bennett also realizes the situation.

McDougal, Haydon, Raymond, et al, have been regarded in the public eye as the chief sufferers in this mess. But a truer view is that the man who loses most is the premier, whose henchmen the others were. By no stretch of the imagination could anybody suppose that the general public could ever again have faith in Mr. King as the head of a political party.

Should a leader know where his campaign funds come from or should he be content with the knowledge that the Lord will provide? Mr. King sought to make it appear that Mr. Bennett claimed a leader should be aware of the source of his campaign funds. From the debate on the question on this point we quote:

Mr. King: "There is where we disagree. He is perfectly sincere in his belief; I am perfectly sincere in mine. He says that a leader should have knowledge of the source."

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.

AIR PAGEANT

Sir,—It was with great interest that I read the announcement of the visit to this province of the Trans-Canada Air Pageant. This is an event which should attract wide attention, but it appears to me that such a meeting is deserving of far more publicity than it is receiving. It is nothing less than an education in the advancement of aerial navigation in Canada; an exhibition of the various types of flying ships in action, and in this age when aviation is commanding so much attention I think it behooves us as a province to put more enthusiasm into this pageant.

As an illustration of the interest taken in the pageant in the Western Provinces, note the following extracts from the August number of "Canadian Aviation", the official publication of the Aviation League of Canada:

"No less than 25,000 people saw the show which marked the formal opening of the great Vancouver civic airport, while there was an attendance of over 20,000 at Regina. Calgary citizens turned out to the number of 18,000 for the show there, while Lethbridge attendance was estimated at 9,000. Newspapers everywhere devoted columns of space to the four provincial and local programmes. Provincial and civic officials have taken a part in the ceremonies which form a part of each show. The crowds have been thrilled by the variety of machines, from the tiny Aerona to the big Sara Transport and tri-motored Ford Tigro which has been hailed as the first Canadian machine of its kind. The acrobatics by the R.C.A.F. flyers in their Stakin fighters were always a highlight. The pageant has served various purposes and there is every reason to believe that it has done much to further the cause of aviation in Canada."

I think an event which attracts such attention in the other provinces merits a little more enthusiasm here and that the press should ascertain the correct dates and give it good publicity, and that the public officials should get behind it and give it a real boost.

I am, Sir, etc.

A. K. LORD.

(Our correspondent is in error so far as 'The Guardian' is concerned. We have given the Pageant abundant publicity, but as to ascertaining the exact dates, that has not yet been possible. The Provincial authorities are in ignorance, the Railway authorities are in ignorance, the Pageant officials are in ignorance, and Dr. Jenkins says himself the ground cannot now be ready on the date given by the Canadian Press in response to our inquiry.—Ed. G.)

ing no new ships while the whole subject is given exhaustive consideration. There is an important school of informed public opinion which considers such craft nothing but huge, frail, expensive toys, and certainly their history is not likely to lead the average citizen to any other conclusion.

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The King's Highway

(Canadian Motorist)

A brochure announcing the organization of an institute of highway engineering in England contains the following eloquent appraisal of the value of highways—an anonymous quotation: "Roads rule the world—not kings, nor courts, nor constables; nor ships, nor soldiers. The road is the only royal line in a democracy, the only legislature that never changes, the only court that never sleeps, the only army that never quits, the first aid to the redemption of any nation, the exodus from stagnation in any society, the call from savagery in any tribe, the high priest of prosperity after the order of Melchisedec, without beginning of days or end of life. The road is umpire in every war and when the new map is made it simply pushes on its great campaign of help, hope, brotherhood, efficiency and peace."

It will be recalled that Rudyard Kipling epigrammatized Macaulay's famed tribute to transportation in "Transportation is civilization". Like most sweeping generalities to say nothing of epigrams that assertion is too comprehensive. The Hellenic civilization was the most brilliant recorded history reveals, yet its internal transportation system was notoriously inadequate—a factor that, probably more than all others combined, resulted in the downfall of ancient Greece. In simple equity it should be added, however, that Greece was the only ancient power to gain dominance over the vast Mediterranean basin and beyond that was not a great road builder. More than six and a half millenniums ago, more than as long before Abraham's time as it in turn antedated the advent of the Christian era and than that epochal event anticipated today, King Cheops had a road paved with blocks of stone eight to ten feet in depth over which to transport the massive masonry for his titanic tomb, the Great Pyramid at Ghizeh. This the most colossal of the mausoleums of the world contains sufficient stone according to John Stoddard's computation, to pave a road around France thirty feet in width and six inches in thickness!

Rome's record in road building stood unrivalled until the advent of the motor era. The Via Appia was but one of a vast network of highways—another girdled the Mediterranean—over which her mighty legions marched to subjugate and make tributary to Rome the known world and introduce and maintain the law, order and culture of the Latin people. "All roads lead to Rome" was then no idle boast.

It is estimated that the world has constructed more miles of paved highway since the Great War than were built in all the millenniums of recorded history preceding it.

"In his words a minute ago he inferred it," continued Mr. King. "Let us have an understanding on this thing. I would ask the honorable gentleman just what position a leader should take in these relations with his party?"

"I have always held that a receiver of stolen goods is a criminal," said Mr. Bennett.

While Mr. Bennett did not answer Mr. King's question, there is no doubt at all that the public's answer is that a leader must know that the campaign funds in his pouch must be clean, as of course there are clean party contributions.

Mr. King is through. The sooner he steps out the better for his friends.

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Rough on Blackmailers

(Toronto Mail and Empire) An Associated Press despatch from London in Tuesday's paper noted that in Lord Byng's annual report, the chief commissioner of police "criticised judges for having permitted the suppression of the identity of victims in blackmail cases in recent years, which, he said, resulted in a considerable increase in these cases." It is difficult to believe that Lord Byng made such an extraordinary statement, for one would have expected him to have held directly opposite views. It is true that the action of the judges has resulted in more blackmail cases, or rather in more prosecutions for blackmail, and surely nothing could be more satisfactory to the police. They might well deprecate an increase of cases of murder or robbery, but cases of blackmail are in a unique category, in that the more of them there are, the less blackmailing there is likely to be.

In the past, the great weapon in the hands of the blackmailers has been his victim's dread of publicity. The man with no reputation to lose cannot be blackmailed. It is the man of position, because of some earlier offence or perhaps merely some earlier folly, will pay money in order that the position he values may be preserved. It is the affection of his family and the good-will of his friends which he imagines he is buying when he pays money to the blackmailers. It becomes, therefore, as much to the interest of the victim as of the blackmailer to keep the transaction secret. This is why in years past it was so rarely that police ever were appealed to. The victim could only punish the blackmailer at the expense of his own good name.

Recently there have been several cases of blackmail tried and convictions registered. The victims knew that they might appear and give evidence under assumed names or under the protection of judges who were able to keep from the public knowledge of their identity. There can be no doubt that this practice has enabled men to defy blackmailers with impunity. The

Rowe's Chant Row till the land dip 'neath The sea from view. Row till a land peep up A home for you. Row till the mast sing songs Welcome and sweet. Row till the waves, out-striped Give up dead beat. Row till the sea-nymphs rise To ask you why Rowing you tarry not To hear their sigh. Row till the stars grow bright Like certain eyes. Row till the moon be high As hopes you prize. Row till you harbour in All longing's port. Row till you find all things For which you sought. —T. Sturge Moore

A Striking Comparison (Ottawa Journal) The world hears much of the Panama and Suez Canals. Well, trade figures just made available show that the tonnage carried on the Great Lakes last year was much greater than the tonnage passing through the Suez and Panama Canals taken together, the comparative figures being: Panama canal ..... 33,633,850 tons Suez canal ..... 31,932,320 tons Sault Ste. Marie canal 72,877,752 tons Detroit river ..... 94,155,889 tons St. Lawrence canals ..... 6,179,023 tons

The Chew for You HICKEY & NICHOLSON'S BLACK TWIST CHEWING

The Chew for You Don't Allow the House Fly to Annoy You We have anticipated your needs to combat this nuisance and you will find a full line of the best fly killers always on hand at our store. Look over the list and see if your choice is not here. FLY TOX, all sizes FLIT, all sizes WILSON'S FLY PADS AEROKON FLY COIL FLYOSAN KEATING'S POWDER TANGLEFOOT FLY PAPER, etc. We sell all patent medicines at the lowest advertised prices. Nobody can undersell us. E. A. FOSTER CENTRAL DRUGSTORE Don't neglect your fozes—Use Dr. French's Vermicide Capsules No. 1 for worms—\$1.00 box.