

THE CHARLOTTE TOWN GUARDIAN

Published daily (except on Sundays and public holidays) at 10.00 per year (in advance) mailed in Canada and United States.

President—W. Chester McEwen, Secretary—Lieut. Col. D. A. MacInnes, D. S. O., Editor and Manager—J. R. Burnett.

THURSDAY, JULY 18, 1929

STILL MARKING TIME

With a single exception, every important foreign legation at Washington is protesting against the tariff increases which the United States now proposes to enact.

"We now learn authoritatively that Canada has made no protest and has no protest; that she in fact expects us to make our tariff according to what we deem our best interests."

If this be the attitude of the King Government at Ottawa, however, it is certainly not the attitude of the people of Canada, who have every reason to join in the representations of several of the governments of Europe and South America which have protested vigorously in the interests of their own producers.

Why has the King government seen fit to leave the United States under the impression that the pending tariff revision is acceptable to this country? France, Belgium, Spain, Italy, Czechoslovakia, Austria, Switzerland, Denmark, The Netherlands and other European countries, besides nearly as many countries of South America, have advised Mr. Hoover's government that their trade will be hurt by the Hawley duties.

BACK TO MONOSYLLABLES

The science and art of the newspaper headline, says the London

Times, have restored to currency many a word of one syllable which had been lying dusty ever since Dr. Johnson brought polysyllables into fashion.

The compounding of agglutinates is daily revealing unsuspecting potency in the short, sharp word. What chance had three-syllable men, a Hindenburg, a Ludendorff, against whip-cracks like Poch, Haig, French, Joffre?

THE AIMLESS ANT

Mark Twain, like a good many of us, took a strong dislike to the ant in school-days because it was always being held up as an example to lazy boys.

EDITORIAL NOTES

The exercise of swatting the fly is said to develop an effective tennis stroke.

Complaints continue to come in with respect to the neglected condition of the roads in many sections of the Province. One of these complaints refers to Junction road, leading to Fredericton, and another to a bridge on the road between Fredericton and Springton, which was left in such bad shape during the past two years that farmers in the vicinity have been obliged, for the public safety, to put on some planks at their own expense.

Of special value to motoring tourists and to local motorists as well, is the recently published Official Guide of Automobile Routes through the Province. The booklet, which is published by the Prince Edward Island Motor League, runs to nearly ninety pages and should prove of permanent value. It gives, in a concise form, much valuable information respecting scenic attractions, fish and game regulations, traffic rules, etc., and a complete route guide and highway map of the Province.

Notes By The Way

Nothing is more deceptive than the statements given out from the Finance Department in regard to the debt of Canada and the alleged reduction of it from year to year. Those who read only the Liberal journals of the time, as many do, and trust them as a sort of financial gospel, are being grossly deceived, and those who carefully read both sides of the story are left to wonder which is correct.

Yet the facts are quite plain to the intelligent and careful reader. Confusion arises from the fact that the public debt of the Dominion is largely divided into two parts, the direct debt of the Dominion, including the War debt on the one part, and the Railway debt on the other part, but for the railway debt the Dominion is liable as an endorser.

We are all glad to know that the Canadian National Railway system is so ably and successfully operated under its President, Sir Henry Thornton. That does not alter the fact that the C. N. R. is compelled to borrow many millions of dollars from time to time to extend its lines, to Hudson's Bay, for instance, and to some extent in every Province of the Dominion and to equip such new mileage and new terminals and ports.

The public debt of Canada is a very formidable one, amounting to billions of dollars, but we have a country so rich in great natural resources, in its soil, and in metals and minerals under the soil, as well as in our forests and fisheries that our national assets far exceed in value the big debt which the Dominion owes.

There is no need for any deception in regard to the amount of the Dominion's national debt. There is a very real necessity of sound economy in the conduct of the nation and of the individual citizen. The credit system has been widely expanded in recent years. Much individual indebtedness has been incurred for articles of luxury, that are not really needed except for joy riding and kindred pleasures, or in "keeping up with the Joneses."

Governments federal, provincial and municipal, have all been borrowing largely, and if we admit that much of the indebtedness has been incurred for objects of real utility there is still a considerable amount which overruns the limit of prudence. Good times and hard times often exchange places. Canada has had a succession of bountiful harvests. This year a warning note has been sounded from the grain-growing West that the harvest of the fields will be much less plentiful.

In the State of Michigan and apparently throughout the United States, it is unlawful to issue a cheque for a less sum than one dollar, the penalty being imprisonment in jail. The statute, enacted by Congress twenty years ago, makes it an offence against the currency. Very many cheques for less than the dollar limit are being issued from day to day, but when a man possessing the vast wealth of Henry Ford issues his cheque for two cents, as he did recently the incident was made a news item in the newspapers. Not that Mr. Ford will be sent to jail or that he, or any other, is likely to be punished for this offence. The wisdom of Congress in passing such a law is the subject of much comment, it is said.

Of interest to potato growers and shippers here and throughout the Maritimes, is the news that a new plan for marketing tubers in small, portable packages duly labeled and advertised, has been tried out in the United States and has proved successful. The successful experiment across the border is well worth a trial here.

The sharp advance of over 30 cents per bushel in the price of July wheat will probably mean a large gain over what had been expected in receipts for the sale of over a hundred millions of bushels of last year's growth yet unsold in Canadian storehouses and elevators in the West. It will mean quite another thing in these Atlantic Provinces, where we buy wheat flour largely, and have none to sell. The high cost of living in our case will be increased rather than diminished.



By James W. Barton, M.D. VITAMINS IN OUR EVERYDAY FOOD

Although research men are not able to tell us exactly what vitamins are composed, they can tell us with plenty of proof that these vitamins are not in the food we eat that serious consequences will surely follow.

Fortunately such a very small quantity of these vitamins is necessary for the proper balancing of the diet that the average individual, no matter how poor, can get all he needs in his everyday food.

He needs Vitamin A, for the ordinary development and growth of the body and because it helps to ward off infection. He can get all he needs of this daily in a glass of milk, for a little butter or an egg, or green leaves, or cod liver oil, or any cereal like wheat, corn, rice, or oats.

For Vitamin B, which is necessary for proper health or nervous system and to promote appetite, he can eat any of the following: yeast, spinach, lettuce, celery, asparagus, beans, peas, eggs.

Vitamin C, which protects the body against scurvy he can get it by eating tomatoes, oranges, lemons, spinach, onions, milk.

Vitamin D, which builds the necessary lime into the system, he can get from cod liver oil. This, of course is needed more by children than by adults. But wherever there has been illness, and therefore loss of lime from the system, cod liver oil is the ideal food.

You can thus readily see that there is really nothing to worry about in this vitamin business, for practically all of us get some of these foods daily.

Perhaps a little more of the raw foods, fruit, and vegetables would improve our diet somewhat.

Where one has an easy job, not much exercise or walking it is well not to eat too much of the foods that leave an acid ash for the kidneys to remove, that is bread, meat, eggs, fish, corn, oatmeal, and rice, but eat more of the foods with an alkaline ash, namely milk, fruits and vegetables.

With this little thought about vitamins, and acid and alkaline foods, there is really nothing that should give you much concern about your diet.

THE LAND WE LOVE BY FRANK YEIGS

CANADA'S NATIONAL PARKS

Q. To what extent are Canada's National Parks being visited by tourists? A. The nineteen National Parks of Canada, comprising 11,000 square miles are attracting an increasing number of tourists from year to year. The report of the Canadian Parks Commission for the year ending March, 1928 shows that in that period, 359,000 people visited Canada's National Park of whom 268,000 came by auto. In 1929 half a million people are expected to see the scenic wonders of these national playgrounds.

"A Railroad Is Never Finished"

(By Sir Henry Thornton, President Canadian National Railways. As told to Courtney Ryley Cooper in The Saturday Evening Post.)

Tremendous power and pulp mills dot its route, harnessed waterfalls roar forth their message of electric power. But it looked so hopeless when it was finished in 1915, and the lessee was so broken, financially, that it never even operated as a private affair.

So there was the collection of railroads. They had been grouped in 1919 under two headings—The Canadian National Railways and the Grand Trunk railway—each with separate organizations. My predecessors, D. B. Hanna and Sir Joseph Flavelle, had done what we railroaders call great spadework. But the obstacles were too many: there was the expense of two systems, a lack of coordination and a preponderance of pessimism and a general feeling of helplessness.

The thought arises inevitably when a state-owned utility is mentioned—the intervention of politicians using that utility as a weapon against the party in power, the holding up of appropriations, the heckling of men in command, the burden of patronage.

There never has been any politics. But that wasn't the fault of a great many persons. Premier King kept his promise. And during the period between elections when the Conservative party was in control no one labored harder in the real interest of the property than Sir Henry Drayton, who carried on governmental administration during the election period. Within a year a bulwark had arisen to back him—the opinion of the people of Canada. Today there is as much chance of politics getting into the Canadian National Railways as there is an elephant walking a tight rope.

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the asthma of obsolescence; rolling stock often creaked with age and inadequacy. My opponents laughed some. Now and then a cartoon appeared to visualize the impossibility more clearly.

If it was a fight that I wanted, I had it. Those who resented the importation of someone from outside asked caustically what an American knew about Canada anyway; stressing the fact that I was British by adoption only—my birthplace was Longansport, Indiana. Those who were anti-English mentioned equally as caustically that here was a blasted Britisher, come over from England to tell Canada how to conduct her affairs. Naturally the matter of a title appealed to the imagination of others, who looked upon it wholly in its narrowest phase, and not upon the fact that it had been merely a fortunate outcome of the war, gratefully received following the various good fortunes which had made me Inspector-General of transportation for the British Expeditionary Forces.

However, please understand that in speaking of this fight I do not attempt to paint a picture of a struggle between the forces of darkness and light. Men fought me because they were sincere, because they believed it impossible to administer these roads without politics, and that anyone who did call it possible was a fool. Sometimes they called me a three-ring circus showman and a four-flusher. They meant it and they believed it. The best evidence of that sincerity is present today in many friends and aids who were my determined enemies six years ago. Then, too, there was a great competitor, the Canadian Pacific, opulent, successful and well officered, as quick to take advantage of an avenue of attack upon a possible rival as it had been efficient in building itself into one of the greatest transportation systems of the world.

The war had left Canada in a bad way. The Dominion had given to the fullest extent of its men and substance. It was a new country in spite of the oldness of eastern settlements where lies more than half of the population. More than 50 per cent of all the railway mileage which had been given to my administration was in the west and was less than twenty

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Because it contains a high percentage of lime, chocolate is being advocated by some England doctors, as a valuable brain food and a benefit in certain cases of heart trouble, gout and obesity.

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