

THE CHARLOTTETOWN GUARDIAN

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Morning Maxim Ignorance is bliss until it begins to associate with egotism.

THURSDAY, MAY 11, 1933.

THE LEAGUE MUST ACT

The formal declaration of war between Paraguay and Bolivia, as reported in today's news columns, brings to a head the dispute which has gone on for years between these countries over the Chaco border area. Last February a formal declaration of war seemed imminent, and it was proposed in the Council of the League of Nations that an arms embargo be put into effect, as Great Britain had done in the case of Japan and China.

A third factor involved in the application of an embargo in the Chaco conflict was Bolivia's treaty right to import merchandise through Chilean ports, based on the Chilean-Bolivian treaty of 1904. According to news despatches, a discussion had been going on between Chile and Bolivia as to whether war materials were included in this treaty right.

As pointed out in today's despatches, both Paraguay and Bolivia are members of the League of Nations, and had undertaken to forswear war. Now, having nursed smouldering resentments for years, they are at each other's throats. The League, however, may still be able to exert sufficient moral force to obtain a cessation of hostilities.

MUSKRATS IN U. K.

The muskrat which, in Canada, is valued for its fur, has become such a nuisance in the British Isles that, like the skunk nuisance in Prince Edward Island, legislative measures have been adopted to exterminate it. The people have in mind the havoc wrought by this animal in Central Europe. In a little more than 20 years the muskrat population in those countries increased from five imported from Canada to over 100,000,000 in spite of attempts at control.

orable. Much damage has already been done to the banks of the Severn and its tributaries, to roads, embankments and private property, and there is danger of pollution of water supplies.

The system of licensing which came into force in the United Kingdom a year ago proved ineffective. From the first of April it has been declared illegal to keep muskrats anywhere in that country. An official campaign of destruction has been undertaken. A large number of men are engaged in trapping in the Shropshire area, but the district infested has increased within nine months from 250 square miles to over 700. Rats have been reported in twelve other countries. In Scotland, Perthshire and Stirlingshire are known to form "a centre of infection" which extends from the Forth to the Grampians.

Commenting on the campaign against the muskrat in the British Isles The Times says that there are many other pests, mammals, birds and insects, which demand control, but that the muskrat is the enemy most urgently needing attention.

VANDALISM

Canadians generally, as well as the people of Ontario, must feel bitterly ashamed of the treatment accorded the Royal Scot, famous British train now making an exhibition tour of this continent. In Ottawa and Toronto everything that could be taken conveniently from the train was stolen by souvenir hunters. Even the grease cups from the locomotive were removed. Names were scribbled over cars and initials carved in the woodwork.

As a result of these depredations, thousands of decently behaved citizens missed seeing the visiting train. But that is a minor misfortune. What is chiefly to be regretted is the impression which such barbarous misconduct must make upon people in the Old Country. The Ontario police would appear to have been negligent in their duty in not forestalling the invasion of souvenir hunters and taking measures to keep the vulgar acquisitiveness of these people within bounds.

EDITORIAL NOTES

A speaker at a convention in New York recently called attention to the fact that newspapers are read more carefully in times of depression than in normal times. This of course is quite understandable in view of the added importance which attaches to news items bearing on financial or economic matters. Nor are the news columns the only ones studied

NOTES BY THE WAY

Germany's obdurate refusal to modify in essentials the amendments submitted to the preparatory committee of the Disarmament Conference on the British plan threatens to defeat whatever hopes were entertained that some settlement might be arrived at. While Germany's aims appear to be fixed on re-armament, as every speech delivered in the Reich makes clear, it is certain that neither France nor any of the other European countries will be prepared to agree further to reduce their effectiveness.

Soviet Russia, says an exchange, will sow 500,000 acres of wheat, rye and rice by plane this spring. If they will confine themselves to this and cease sowing discord in other countries, they will also have a better reputation.

It would appear that either the United States detectives are getting onto their job, or that the kidnapers are becoming careless in their methods. The capture of Peggy McMath's abductors, together with much of the money they had received as a ransom, as told in our recent dispatches apparently did not require much ingenuity on the part of the detectives. The bandits if they are to be as successful as they have been must exercise more caution.

Lord Desborough in The Empire Review, (London): If it does not pay to grow food, food will not be grown, and I do not think it will be possible to grow food much longer at the present prices. The prices do not cover the cost of production and transport. . . . Wheat is now cheaper than it was in Shakespeare's time, and unless something can be done to restore the price the cultivation of wheat all over the world cannot be maintained.

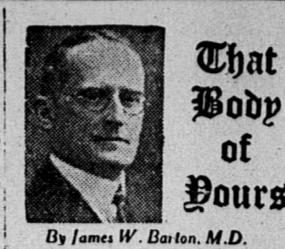
Religion is often represented as a challenge and stimulus to youth and as the solace and hope of old age. But what of middle age? Has it any message for those in the midst of the years, for whom romance has come and gone, who no longer look for adventure, but have settled down to a dull routine? It is true of many people in middle life that things are in the saddle and ride them. The men are absorbed in business, the women in domestic cares. The making of money, the nurture of a family, servant problems and social ambitions occupy all their time and strength. . . . Until a man has learned that life does not consist in the abundance of his possessions he has entirely missed its meaning.

Perhaps Austria is where the term "taxoline" came from. At any rate, taxes on gasoline amounting to 24 cents a gallon plus other fees, have resulted in 16,500 Austrian automobile owners turning in their license plates in three months, says the Associated Press. A clear case of how a government can kill the goose that coughs up the shells.

Le Soleil, Quebec says: "Quebec is above all the Province which should attract the greatest number of tourists. Unfortunately we are still behind Ontario in that respect. Ontario enjoys more fortunate geographical conditions. The American frontier is very close. But we do not believe that it would require a very vigorous publicity to make the balance come over to our site. For, and we wish to say this without causing offence to our friends and neighbors of Ontario, the old Province of Quebec is still the most interesting, both from the point of view of its countryside and its historical associations. What the Americans find in Ontario, they find in greater or less degree in their own country; what they see here they will not find when they return home. Nevertheless, the people of Ontario have shown their superiority in practical matters, and they have always got ahead of us. At least we owe them this tribute."

Though the report itself is not yet available for publication, Mr. F. A. McGregor, registrar under the Combines Act, is understood to have discovered the existence of a coal combine injurious to the public interest. The past year has brought a greatly increased use of the high-class fuel from the United Kingdom, but according to the present allegation the companies handling the importations have, by agreement among themselves, appropriated excessive profits, so that domestic users have had to pay too high for it. The abuse cannot be very great, if, as is stated, the importers' net profit is only 33 to 64 cents a ton.

with greater attention in hard times. The same is true of the advertising columns. Diminished purchasing power means a closer scrutiny of merchants' offerings.



By James W. Barton, M.D.

ULCER SYMPTOMS WITHOUT ULCER

The outstanding symptom of ulcer of the stomach and of the first part of the small intestine into which the stomach empties, is pain or heaviness two or three hours after eating. This pain can be relieved by using an alkali such as soda, or by simply eating some food.

Research physicians are now finding that the above symptom—pain two or three hours after eating, relieved by food or alkalis—can be produced by other factors than ulcer.

Drs. A. B. Rivers and Frances E. Vanzant, Rochester, Minn., state that this symptom usually occurs in the nervous, high strung, intensive person and is particularly likely to occur during periods of fatigue or nervous tension. Thus as ulcer is frequently seen in similar cases, and after being healed, breaks down again following a period of fatigue, and nervous tension, it is suggested that factors which are due to derangement of the nervous system must have something to do with causing this usual ulcer symptom—pain three hours after meals—whether or not the ulcer is present.

In other words then it would appear that most cases of ulcer of stomach and ulcer of small intestine can be traced to these nervous disturbances.

Drs. Rivers and Vanzant therefore suggest that it is well to remember these nervous factors in treating ulcer, or the ulcer symptoms when ulcer is not present.

In certain cases to relieve this usual symptom permanently, it is only necessary to readjust the patient's usual activities or habits of life and to advise more rest and relaxation.

This same treatment—more rest and relaxation and less worry—would favorably influence many other ailments besides ulcer.



SYMPATHY

A vestal fire o'erbrims the landlocked bay, And gleams a sheet of ruffled gold, afar; The lighthouse turns across the silver grey

Remoter lands smooth out their hills for sleep, Bare solitudes untroubled by a thought; And stars in their accustomed places keep, Watching an earth to slow enchantment wrought,

How quiet earth's capacious evening seems! Long drinking of the harbor's sapphire rays, At length I turn to find one share my dreams

Who still looks seaward with a sphinx-like gaze. Immovable on the magic window-sill She sat unknown, but now I glance at her— What grateful sentiments my bosom fill!

Still contemplating, she begins to purr. —Romilly John in The Spectator.

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Sailing Days Not Dead

(Captain Gustaf Erikson, famous owner of a fleet of 21 sailing vessels which ply regularly between London and Australia, in "The Nautical Magazine.")

The fuss made when a lone sailing ship enters a British port shows quite clearly that the world nowadays regards sail as an obsolete and futile means of transport. People may not say so, but that is their attitude, though they are wrong. If you ask the captain of the biggest liner afloat where he learned his job he tells you with pride that he served a long apprenticeship in sail. It is the ambition of most earnest young apprentices in modern steamers to serve aboard a sailing vessel at the conclusion of their indentures, if only to learn thoroughly the art of true seamanship. Does it not follow, therefore, that if sail serves no other purpose, it still remains the ground of seamen's training and of their pride?

But there are other uses for sail. Today I must look for cargoes just as did the owners of vessels of a century ago, but my ships are seldom empty. True, the main market is Australia, but there are others, and of recent years there has been a growing tendency for passengers with time to spare to make a long holiday voyage by sailing ship. Only a few months ago the captain of one of my ships received a wireless message from an American lady who wished to sail with him. He replied that if she could reach a point off the Norwegian coast he would pick her up in a boat. She was so anxious to make the journey that she travelled to the coast by private aeroplane, which short trip cost her more than 1000 miles by sea!

Nowadays you can get almost as much comfort in sailing ships as you can aboard a luxury world cruiser. The famous Herzogin Cecilie and the Viking were built originally as training ships and can accommodate as many as 70 passengers. They have been partly fitted up with cabins, attractive lounges and can be heated and ventilated by modern means. Most sailing vessels carry wireless receiving sets so that crew and passengers can listen-in, dance to the music of famous ballrooms and hear up-to-the-minute news 1000 miles from shore. The attraction of a deep water passage is a double one, for there is the undoubted pleasure of an escape from civilisation and the certainty of fairly comfortable conditions.

A little while ago a distinguished writer took a long voyage from Vancouver to South Africa in a sailing ship. He said that it was the happiest voyage and the finest experience he had ever had. Moreover it costs little more to live afloat than ashore, and ten shillings a day covers everything. It has been suggested that short cruises aboard old time vessels would soon achieve popularity, but there are many obstacles to be overcome. Port dues are very high, and cargoes are out of the question on such a trip.

In times like the present, however, people do not like parting with money. Possibly, if trade and world affairs were taking a smoother course, a large passenger-carrying traffic in sail would be practicable. As it is, I think it can be said that in view of abnormal trade conditions sail is doing quite as well, if not better than, steam. You do not see the depressing sight of long lines of sailing ships tied up in harbour. Yet how many hundreds of steam vessels are in this sorry plight?

I have previously mentioned the apprentices which all sailing ships carry. Here again, parents find it difficult to pay the premiums, but

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Fundy, instead of simply going "Bhooooo" at you, speaks through the encircling gloom in a loud voice saying: "Partridge Island, Partridge Island." We can hardly believe that the sea has degenerated to this extent but that's what people say. By the time we buy a wawl and get there the device will probably be saying: "Good evening; this is the Partridge Island light. You have just thrilled to the sound of our passionate fog warning as given by Floyd McNamee. Next week on this same dangerous spot you will listen to a stupendous triple warning of the three Barrymores with an added note of alarm from that sweet-heart of the seven seas, Janet Gaynor."

Here's A War Relic. A Negro accosted the supply sergeant and asked for a new pair of shoes. "Are your shoes worn thin enough for me to give you a new pair?" asked the sergeant. "Boss, you Jes' take any card out of the deck and put it under one of my foats and ah'll tell you how many spots on her." FOR PERFECT TEA FLAVOR —USE— Brahmin Orange Pekoe Tea Sold Only in Red Airtight Packages.