

THE CHARLOTTETOWN GUARDIAN

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MR. EULER REPUDIATED.

Latest reports from Ottawa indicate that trouble is brewing in the King Cabinet on the vexed question of the prevention of clearance papers for export of liquor to the United States.

After Mr. Euler's return to Canada and before his arrival at Ottawa, Premier King announced the decision of the Minister of Justice, implying at the same time that as the Government as a whole favored the principle, he would introduce a bill putting it into effect.

The country is now waiting to see what Mr. Euler purposes to do. Is he content to have his attitude repudiated by the Government and to remain in the Cabinet as a figurehead?

MUSKRAT FARMING.

The increased demand for muskrat pelts, the consequent rise in price and the marked increase in the natural supply have caused increasing interest and widespread demand for information as to the economic possibilities of raising this fur-bearing.

pelts sold off farms increased from \$896 in 1926 to \$8,564 in 1927, while the value of live muskrats sold off farms increased in the same period from \$3,373 to \$6,719—an indication that the industry is becoming recognized as a profitable sideline.

Canada, owing to climatic and other favorable conditions, is said to be particularly adapted for the production of high quality muskrat and possesses as well thousands of acres of marsh and other more or less unproductive areas on which they may be propagated.

GLOBULAR MAPS

A Winnipeg educationalist recently made a speech urging school authorities to put aside flat maps of Mercator's Projection and substitute therefor pictorially correct globular maps of the world.

Flat maps show to the eye an immense expanse of ocean in the north Pacific which is not there. If the Graf Zeppelin or the airplane Land of the Soviets flew by a map of a flat world their navigators would prepare to carry an added load of fuel for travelling hundreds of extra miles.

The earth, being a sphere flattened slightly at the poles, a person setting out from Vancouver, B.C., for Vladivostok in Asia, does not sail out due west across the Pacific, but starts north and performs a circle by way of the coast of Alaska and Aleutian Islands.

In these days of closer communication throughout the world by air, water and land transport, wireless and cable, a useful article for every business office is a globe of the type familiar in classrooms.

EDITORIAL NOTES

Passengers travelling by aeroplane over the English Channel ran into a new peril in the form of an immense waterspout extending from the clouds to the sea.

The work of preparing the English poet Gay's celebrated masterpiece, "The Beggar's Opera," as a "talkie," has been commenced by a British film company at Wembley. The London Times announces that there will be 28 sets, including old Newgate Prison, the Fleet Prison, old London Bridge, and Tyburn.

Notes By The Way

Canada's railway debt is a formidable one. It had been built up from year to year both before and since Confederation. The Government of Canada before the Union had assisted various railway companies by subsidies, but owned none outright.

Each of the three Maritime Provinces as they came into the Union had a government Railway of its own. These lines were taken over by the Federal Government. For years afterwards there were yearly deficits in the operation of these lines and they were added to the debt of Canada.

A subsidy of 25 millions and a vast land grant was given to the Canadian Pacific Railway Company at the beginning. It has proved to be one of the greatest and most successful railway enterprises in the world, and its splendid steamship service to all the principal world ports, north, south, east, and west has rendered untold benefits to Canada.

The time came in more recent years when other company railways, involved in debts and deficits, had to be taken over by the Dominion Government to save our internal transportation lines from financial disaster, and in the crisis the Grand Trunk Railway, the Grand Trunk Pacific and the Canadian Northern company lines were taken over and incorporated in the Canadian National system. It was the only way out of a very serious situation.

Sir Henry Thornton and his associated directors have admittedly done a great work in building up, consolidating and extending the great Railway system under their control, and free from the political interference of frequently changing governments. It was to be expected that there would be heavy deficits in the operation of the National system during the first few years, and this proved to be true, but the deficits have been steadily reduced from year to year.

Sir Henry Thornton has recently foreshadowed an undefined scheme of reducing the capitalisation of the National Railway system. No intimation has yet been publicly made of the extent of the intended reduction. When this is made known the experts in high finance will discuss the merits of the plan. But this much is clear: reduction of the railway capitalisation will not relieve the Government or the people of Canada of the burden of the railway debt, which now runs beyond the two billion mark.

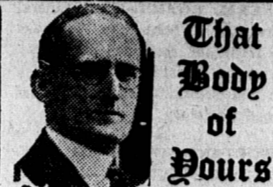
We have the National Railway as a great and valuable national asset. Further borrowings must yet be made to complete and equip the extension to Hudson Bay, Peace River and so on, for a railway system is never finished. Some day in the distant future the system may pay a very modest share of the interest on its cost out of its earnings, but for every dollar of the old debt and the new the Dominion is liable either directly on its own account, or as an indorser for the National Railway Company. The fiction of reducing capitalisation can make no difference in regard to that.

The political battle in Ontario goes on. Premier Ferguson in a speech in his own constituency, somewhat boastfully, said he could not be beaten, and his opponents admit that he is a very hard man to beat. Few if any of the opposition claim that victory will perch upon their banners, but they do hope to diminish the very large majority which the Conservative party had in the late House. This seems to be probable, but elections are always uncertain. We shall know more about it three weeks hence.

Premier MacKenzie King is going west to hold a series of meetings in each of the four provinces beyond the Lakes. He sees the need of looking after his fences out there. Mr. Bennett, Conservative leader, has been ahead of him in British Columbia and idently impressed the electors in favor of the principles and policies he laid before them.

In Saskatchewan, where both Mr. King and Mr. Dunning hold their parliamentary seats things have not been going to suit those giant statesmen of the Liberal party. Out there a Liberal Provincial Government of long standing has been defeated and the Anderson Government which is mainly of Conservatives timber firmly installed in its place. So complete was the Liberal defeat that all the members of the new Administration were re-elected by acclamation. Yes, Premier King has need to look after his western defences.

The coming plebiscite in Nova Scotia on the liquor question is warming up, but there is here the same tendency among many



By James W. Barton, M.D.

THE NEW THOUGHT OF HEART DISEASE

Notwithstanding the fact that heart disease carries off more individuals than any other one ailment, the outlook for these patients is better than at any previous time.

In former days a heart murmur was sufficient to cause rejection for life insurance and even during the last war United States and Canadian recruits, with a heart murmur, were not allowed to do front line duty.

Now the murmur that is found most frequently and that was considered most 'important', is regarded as due for the most part to the temporary weakness in the muscle wall of the heart, and not to any trouble or 'leak' in one of the valves of the heart.

Nowadays our research men, though acknowledging the importance of some murmurs as indicating a leak of certain valves, nevertheless place most emphasis on the condition of the heart muscle.

The idea now is to try and estimate the exact working ability of the muscle in its present condition, and what the condition is likely to be in five, ten, or twenty years.

Accordingly the ability of the heart to do a certain amount of work without greatly increasing the number of its beats, and its ability to return to its normal rate of beating in one of two minutes is carefully estimated. Then the apparatus known as the electro-cardiograph, shows the exact power of the heart as it contracts upon its chambers and drives the blood through one tube into the lungs, and through another tube to all the other parts of the body.

From these examinations the physician endeavors to estimate not only how long the patient is likely to live, but also just how much work he can do, what sort of occupation he can fill, and what kind of activities whether physical or mental, he can wisely be allowed to follow.

Of course where the heart is really in bad shape it means that the patient must have absolute rest, in fact be an invalid, or he may die suddenly. Fortunately the majority of these cases do not have to give up everything and remain at home in bed, but are able to take up some line of work which will not put too great a tax on the heart. This means also that their mental condition, because they are able to fill some place in the world, will be normal or healthy.



He comes on chosen evenings, My blackbird bountiful, and sings Over the gardens of the town Just at the hour the sun goes down. His flight across the chimneys thick, By some divine arithmetic, Comes to his customary stack, And couches there his plumage black. And there he lifts his yellow bill, Kindled against the sunset, till These suburbs are like dymock woods Where music has her solitudes, And while he mocks the winter's wrong Rapt on his pinnacle of song, Pictured above our garden plots Those are celestial chimney-pots. —John Drinkwater.

THE LAND WE LOVE

By FRANK YEIGER PEACE RIVER RAILWAYS Q. What railways enter the Peace River District? A. Three railway lines now enter the Peace River District, the Edmonton Dunvegan and British Columbia Railway, the Central Canada Railway, the Alberta and Great Waterways Railway, and the Pembina Valley Railway, a total of approximately 863 miles, and will now be known as the Northern Alberta Railways under the joint ownership of the Canadian National and Canadian Pacific Railways. These roads all lie in the northern area of the province, stretching up north-west and north-east to serve a vast region whose natural wealth is only coming to be adequately appreciated and upon the exploitation of which a mere commencement has been made.

The Navy 100 Years Ago

(Taffrail" in the London Spectator) It is rare to find a seaman on the lower-deck of a man-of-war a century ago sufficiently articulate to write a book on his experiences. Many of those then serving could neither read nor write. John Bechervaise, however, was a man of superior education. Hailing from Jersey he joined the navy after some years in the Mercantile Marine, though, as he himself remarks, "Of all the places most dreaded by seamen in the merchant service, a ship of war is the worst." His book, Thirty-Six Years of a Seafaring Life, was published in 1839 and is now something of a rarity, most of the editions having been privately subscribed. On the fly-leaf of a copy in the Admiralty Library there appears in his own handwriting, "The last but one of 1002, presented as a tribute of sincere respect to Lieutenant Richd. Moorman by, may I say, his humble friend, the Author."

Owing to his previous sea experience Bechervaise joined as a petty officer. His pay, according to a contemporary Navy List, would have been £2 12s. a month, and his rations practically the same as those which obtained in the Service until the early years of the present century. The daily allowance per man in 1828 was: bread, 1 lb.; beer, 1 gallon, or ¼ pint of spirits instead; cocon, 1 ounce; sugar, 1 ½ ounces; fresh meat, 1 lb.; vegetables, ½ lb.; tea, ¼ ounce. At sea, biscuit was issued instead of soft bread, while ½ lb. of salt beef with ¼ lb. of flour alternated daily with the same quantity of salt pork and ½ pint of peas. Oatmeal, raisins and currants were served out weekly; soap and leaf tobacco at the rate of 1 and 2 lbs. per month respectively.

Though uniform for the seamen was not officially adopted until 1837, their dress was practically standardized thirty years before, the men providing their own clothing from the stock kept on board by the purser. Bechervaise, however, mentions a gratuitous issue of clothing to the crew of a ship which was going round Cape Horn. The cloth, he says, was excellent, but the sewing bad, all the seams having to be redone. His first ship carried nearly 700 men, some of whom bore the worst possible characters. She was not a comfortable vessel," though she enjoyed the reputation of being the smartest then in commission. The first lieutenant, a thoroughbred tar of the old school, was a strict disciplinarian, with an eye "cast on all sides." Woe betide the hapless wight whose hammock was not properly lashed with the regulation seven turns, or who was late in obeying the pipe or jagardily in going aloft. His name invariably appeared next day upon the black list.

Four o'clock every morning, including Sunday, saw the hands turning out of their hammocks and sent on deck, a sentry afterwards being placed at each hatchway to prevent would-be-skulkers from going below. On all the mornings of the week except Monday, when they scrubbed hammocks, wash-deck pumps were rigged, the deck was wetted and strewn with sand, and two thirds of the ship's company went down on their knees to rub the planking with holystones, the others supplying fresh sand. A mate or midshipman of the watch walked in front of each group to see that the work was not scamped.

Hammocks were lashed up and stowed in the nettings at 6.30, after which guns and small arms were cleaned with oil and brick-dust. At 7.15 came breakfast of cocoa and biscuit, and at 8 the men were again on deck crossing royal and top-gallant yards to the deafening accompaniment of the band playing up the Colours. One watch then went below to clean the lower-deck and to scour brass and ironwork. The sight of a man-of-war's "tween decks, says Bechervaise, with "guns and tackling in good order, locks bright, mess-shelves neatly arranged with crockery and tin-ware, all tend to inspire the stranger with a high opinion of the navy of our country."

Sunday divisions, of muster, came at 10, when the captain made his inspection of the ship and men. Their clothing had to be spotless. By that time blacking and brushes had found their way into the Service, while cropped hair had superseded the queues fashionable among a former generation of seamen. Dinner came at the usual naval hour of noon, and grog half an hour later. Prior to 1824 each man received 2 gills of spirit a day. By Bechervaise's time, however, the allowance had been halved, and was generally issued mixed with water. Even this precaution did not prevent a good deal of drunkenness, for the cooks of messes, by long-established custom, kept back for their own use a considerable portion of each man's tot. Overcome by their potations, they frequently ended the afternoon in fistuluffs. On Sunday afternoons the men were

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