

THE CHARLOTTE TOWN GUARDIAN

Subscription rates: \$4.00 per year in advance...

President—W. Chester S. McInnes, Secretary—Lieut. Col. D. A. MacIntosh...

BOSTON—Old South News: M. Andlerman, 294 Tremont St. NEW YORK—Herald News: W. H. W. at 40th St.

THE GUARDIAN can be obtained from the following agents in Charlottetown: A. B. Brown, Post Office, J. D. Taylor, Grafton Street...

THURSDAY, JANUARY 31, 1929

THE LATE HON. J. H. BELL

The tragic death of Hon. J. H. Bell, at one time Premier of this Province, has struck a sympathetic chord in the hearts of the many who knew him.

The late Mr. Bell was not a great man, but he was human and possessed the kindly heart and the friendly disposition which endear man to man.

THE ISSUE JOINED

Another voice has been added to the many that have declared against the importation of Australian and New Zealand butter.

The United Farmers of Alberta also are raising their voices against the importation of New Zealand butter.

The question has now ceased to be political, excepting in the case of small Liberal newspapers and politicians.

unanimous, and one on which they will expect their press and representatives to take a definite stand.

THE ENEMY WRITES A BOOK

The ex-Kaiser of Germany is publishing a book written to commemorate the author's personal accomplishment of what the Bible considers life's normal span—three score years and ten.

Wilhelm describes the Hohenzollerns who preceded him and admits that some of them were of doubtful quality.

Yet it is apparent that he still regards them, one and all, as "bailiffs of the Almighty on this earth."

Then came a surprise. The director of the prohibition bureau, instead of turning handspins in all directions to show his delight, reported to the secretary of the treasury.

In justice to the director of the prohibition enforcement bureau, it must be said that he considers the present appropriation sufficient for the present policy of the bureau.

Had Wilhelm but been content to philosophize, what a great man he might have been!

Maybe, suggests an exchange, they are just trying to move Salvation Army headquarters to the land that needs the most salvation.

Notes By The Way

A HARVARD University professor has been analyzing some of the evils in American civilization, which he finds to result, in large measure, from the unwieldiness of the governmental machinery.

Europeans have often asked why communities so competent, in their business affairs, should tolerate inefficiency, waste, lawlessness, on so pronounced a scale as were tolerated in the cities of the United States.

President-elect Hoover announces that he will as soon as inaugurated appoint a sort of "royal commission" to examine and report upon the Volstead Act and its administration.

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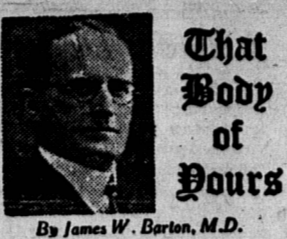
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By James W. Barton, M.D.

That Body of Ours

One of the embarrassing things that come to the physician is where a patient is suffering with rheumatism or arthritis, and after having the infected teeth removed, continues to suffer with the rheumatism as severely as ever.

Perhaps the physician, with the enthusiasm that naturally comes from curing twenty or thirty similar cases, has promised the patient that if he has the teeth extracted he will have him free of the trouble almost at once.

As a matter of fact, when teeth are infected, although the poison is being drained into the system by the circulation, nevertheless Nature "walls off" some of the poison so that it is not all going into the system.

It stands to reason that we can't have inexperienced pilots or helpers, he says. "Handling mail and human lives, we can't afford to take chances. Right now we have 47 pilots who leave the 'flying line' several times a week.

The majority of our flyers received their training in the army, the navy, or the marine corps. That is the best place for anyone to learn how to fly.

"But it isn't always possible to get into those schools. Therefore it behooves the fledgling flyer to look elsewhere. He can try the private flying schools. And here lies his danger.

Commercial aviation has, in some respects, grown up overnight. As in every other industry, the 'get-rich-quick' boys have gone to work. They have founded 'schools' that guarantee to teach you to fly by practicing in the parlor.

"On the other hand there are legitimate schools that are performing a real service. The interested youth should find out whether the equipment of a school is modern, whether the planes are licensed and government inspected, whether the instructors and operators have government pilot license, whether many have been killed and injured during training.

"If he does all these things and the school stands up, he can feel reasonably safe in casting his lot with such an organization.

"He must bear in mind that no school or no man on earth is going to make a flyer out of him in a week, or a month, or for \$100.

"You can pick up newspapers every day and read where 'Air Student Crashes to Death.' This year we are going to read more and more of these stories. 'Suicide schools' are turning out 'flyers' at an enormous rate, men who have no more right to be at the stick of a plane than a baby has at the throttle of the Twentieth Century.

"In the first place, every good pilot must know the mechanical workings of aviation motors. He would do well to fortify himself with motor training. If he can get a job in an aviation factory where motors and planes are being built, he has started on the best route to a commercial pilot's seat. It is also the shortest, although it will undoubtedly seem mighty long.

"Armed with his diploma and license he is not going to be able to walk into our office, hang up his coat, put on his goggles and go out and take off. He has got to get a reputation. He can get a job as relief pilot with a small company, work for a private flyer" expresses motion away from.

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How to Become a Flyer

Condensed from McClure's Magazine Robert Copeland

Last year nearly 2000 airplanes were built in the United States. This year there will be approximately 5000. Next year this number will double, at least and probably triple.

For each aviator piloting a plane in the air, experts have estimated that there are approximately 40 jobs on the ground.

How should a young man go about getting into this new and rapidly growing business? Can he start out tomorrow and get "in"?

Perhaps the best way to answer such questions is to listen to what Colonel Paul Henderson, "father of the air mail" and former assistant postmaster-general, has to say. He is general manager of the National Air Transport. Planes operated by this company fly at least 6000 miles every day in the year. Last year more than 11,000,000 letters—without loss or damage to a single letter—were carried by his planes.

Total casualties in more than two years flying—day and night, sunshine and storm—were the death of two pilots and serious injury to another, who recovered. Both casualties occurred in severe electrical storms when raging elements necessitated forced landings. One man was struck by lightning.

"It stands to reason that we can't have inexperienced pilots or helpers," he says. "Handling mail and human lives, we can't afford to take chances. Right now we have 47 pilots who leave the 'flying line' several times a week. The average age of these 'mail birds' is 25. The youngest, in experience, has 1275 hours alone in the air. Some have more than 6000 hours.

"The majority of our flyers received their training in the army, the navy, or the marine corps. That is the best place for anyone to learn how to fly. If a man can come through the Flying Cadet school, you know he knows his business.

"But it isn't always possible to get into those schools. Therefore it behooves the fledgling flyer to look elsewhere. He can try the private flying schools. And here lies his danger. Commercial aviation has, in some respects, grown up overnight. As in every other industry, the 'get-rich-quick' boys have gone to work. They have founded 'schools' that guarantee to teach you to fly by practicing in the parlor. They should be labeled, for such they are, 'suicide schools.'

"On the other hand there are legitimate schools that are performing a real service. The interested youth should find out whether the equipment of a school is modern, whether the planes are licensed and government inspected, whether the instructors and operators have government pilot license, whether many have been killed and injured during training, how regular pilots 'rate' the outfit, the kind of jobs graduates are now holding, and so on.

"If he does all these things and the school stands up, he can feel reasonably safe in casting his lot with such an organization.

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The Public Forum

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

A "LADY" BOOTLEGGEE CROWDS THE JAIL

Sir,—The condition of this place is beyond excuse. The Grand Jury reported the jail overcrowded. There are no more prisoners in jail now than there were this time last year. But now the prisoners have to sleep around the concrete corridors. One aged man, who had the doctor to see him yesterday, also his clergyman, who, I believe, prepared him for death, was put in the reception room, and today being visiting day, about ten or twelve prisoners were crowded into this room to meet visiting friends who are here. A nice place for a sick man! Now, Sir, I will explain why this place is so overcrowded and the prisoners have to be put in such places. One lady bootlegger, doing six months, occupies a room alone that accommodated six prisoners this time last year. This lady refused to go to the quarters that are for women prisoners, and apparently the jail keeper did not have the power to put her there. So this large room was fitted up for her accommodation, leaving other prisoners to be put in places such as they are. Thanking you, Sir, for your space.

I am, Sir, etc., Queens County Jail.

PRISONER

It is, indeed, a hardship that the "lady" bootlegger should overcrowd the profession in their winter quarters.

Ed. G.

individual, go 'barn-storming' with an air circus. In some way he must spend time in the air in as many planes as possible.

"Commercial concerns pay good money and want only good men. Our men average at least \$100 a week. Few of them are in the air more than five hours a day, four days a week."

So much for Colonel Henderson's sound advice. Now let us look at government requirements. Ten hours 'solo' flying is necessary for a private license—a license to fly by yourself without a passenger. Fifty hours are required for a limited commercial pilot's license—the sort necessary for big money—200 hours alone are necessary.

The Flying Cadets school, ambition of all army student flyers, is difficult to enter. The first eight months of the heavier-than-air training is given at a primary flying school, of which there are two—one at Brooks Field, San Antonio, Texas, and one at Riverside, California. On completion of primary training, students are transferred to the Advanced Flying school at Kelly Field, San Antonio, for the remaining four months of the course. Col. Lindbergh won his spurs as a flying cadet—the test is so severe that 50 per cent of the cadets "flunk out."

Cadets are extended the social and military privileges of a potential officer. They must have completed at least two years of college work or must be able to pass an examination which is the equivalent thereof. Excellent character, physique, and health are vital.

Successful completion of the entire course includes approximately 250 hours in the air. Graduates are rated "airplane pilot," and commissioned without further examination as second lieutenants in the air corps reserve.

They are free to engage in commercial flying then and are much sought after by transport companies. A graduated cadet has no trouble getting the kind of job he wants.

Finally, I want to mention the illegitimate flying schools. The sales talk these "gyp artists" hand out would do credit to P. T. Barnum. One flour-faced, back-slapping "king of the air" promised me, when I told him I was interested, that I'd be sky-writing "mash notes" to the "girl friend" within a month, and I could keep right on doing my regular job. That way the course wouldn't cost me "scarcely nothin'." The only ground work was to come from studying a text book. The flying itself was \$30 an hour.

These artists never think of subjecting applicants to even the most rudimentary physical tests. "You look O. K. to me, boy," they will say heartily.

The legitimate schools are business like and thorough. They have flat rates and they don't cut \$25 off because they like you. If you haven't a chance of mastering your commercial qualifications, they will tell you so. They are in business to make money—but they give value received.

The young man who wants to be an aviator must find out such facts for himself. If he gets started in aviation properly, he can go just as far as he wants.

A First Mortgage on Exceptional Properties. THREE of the largest modern residential properties in the central district of Montreal are being offered as security for the 5 1/2% First (Closed) Mortgage 20-Year Sinking Fund Gold Bonds of Montreal Apartments, Limited.

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Any insurance is good enough. —you don't have a loss. But when the loss does come then you want the best. That's the only kind we handle.

Hyndman & Co. Limited. The Oldest Insurance Agency in P. E. I. Charlottetown. A. No; the name of the car takes the place of signature. Q. What can one do on Sunday afternoon, when entertaining a weekend party? A. Ask the guests to sing a hymn. This often brings unexpected enjoyment.

The Poet's Corner. CHIMES. Brief, on a flying night, From the shaken tower, A flock of bells take flight, And go with the hour.

Modern Etiquette. BY ROBERTA LEE. Q. If a man happens to get on a bus or street car with a woman acquaintance whom he is not escorting, should he offer to pay her fare? A. It is entirely optional, but not in the least obligatory, nor expected. Q. Is a signature necessary when one sends flowers to a friend who is ill, and writes a few lines on his visiting card?

Just Arrived AUSTRALIAN BUTTER? NO. Only a Consignment of NORWEGIAN PURE COD LIVER OIL. Pat. U. S. By THE PARKE DAVIS CO. A wonderful pure vitamin-rich COD LIVER OIL recognized by leading physicians as the ideal, easily digested food-tonic for all ages. Nothing better for the prevention or after effects of the FLU. ONLY \$1.00 per large bottle at The 2 Nacs DRUGSTORE 149 GREAT GEORGETOWN Prompt attention given all Mail Orders.

The Land We Love

By FRANK YEIGH

THE DOMINION CABINET

Q. What is the Dominion Cabinet and who comprises it? A. The Dominion Cabinet forms the ministry of the Canadian Government, which comprises eighteen members, who are also, as a matter of course, members of Parliament.

The Right Hon. Mackenzie King, is Prime Minister, President of the Privy Council and Secretary of State for External Affairs. Hon. R. Dandurand is a minister without portfolio. The Prime Minister receives a salary of \$15,000 and the others \$10,000 each in addition to the seasonal allowance. The same salary is given to the Leader of the Opposition, at present Hon. R. B. Bennett.

Household Scrapbook

By ROBERTA LEE

To Re-Size Rugs

Dissolve one pound of granulated glue in one gallon of boiling water. Tack the rug on the floor, face down, and apply the hot glue to the back with a whitewash brush.

Egg-stained Dishes

Rinse egg-stained dishes in cold water before putting them in the dishpan and they can be cleaned much more easily.

Soda

Baking soda added to the water for boiling vegetables that are a little old will make them more tender.

Daily Lessons in English

By W. L. GORDON

WORDS OFTEN MISUSED. Discriminate closely between "bring" and "carry." "Bring" expresses motion towards a person or place. "Car-