

THE CHARLOTTETOWN GUARDIAN

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Notes By The Way

Any parent who proposes for his child a University education must perforce ask what the eventual prospects are of speedy employment when once the degree is gained. To hope vaguely that the possession of a degree will prove a passport to many avenues of employment is, unfortunately, in these days, only to lay up trouble and to breed disappointment.

Germany has begun a campaign against price-fixing and is inaugurating a policy of wage reductions in its efforts to meet depressed conditions, and this with an election pending. It is not the method usually adopted on this side of the ocean to get votes.

India is as extensive as the old Roman Empire, while embracing more human diversities of all kinds, and three times the total of human beings.

India contains one-fifth of all the inhabitants of the earth, and three quarters of the entire population of the British Empire. Whether structural statesmanship under British guidance can gradually create the United States of Hindustan—that is the enormous question. "Dominion Status" by itself is a phrase that solves nothing and falsifies everything. You might as well talk of "Dominion Status" as a simplifying solution for the universe.

Tuberculosis is primarily a disease of poverty. It is bred in the sunless courts and dark factories and thrives on under-nourishment. It is best attacked by better housing, better recreation and better nutrition—three ways which a local authority can combine in a common offensive.

The Americanization of Peter Pan is cited by Capt. G. C. Boylen, chief motion picture censor for Ontario, as a reason why Canada should not be dominated by American films. The fact also illustrates the intense national spirit which is sought to arouse and keep alive in the United States. In the film especially referred to, Peter Pan was shown raising the Stars and Stripes instead of the Union Jack, and the line "can't we all be loyal to the king?" was altered to "can't we all be loyal to Uncle Sam?" The remedy for Canada is to get more British films.

A steamer finds herself in difficulties. The magic of the radio carries the call for help to every spot upon the sea, the earth, and for all we know, far into the skies.

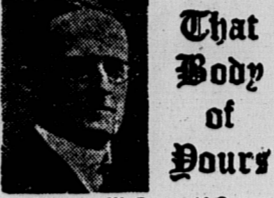
Instantly the whole world listens. Ships anywhere within effective distance hasten toward the scene of distress. There is no color line—no distinction of flags.

Occasionally there occur sea tragedies in which cowardice or selfishness plays its part. But far more frequently come stories of heroic rescue; of unselfish, well-trained crews; of sea captains who heroically accompany doomed ships to their last port.

The ownership of the Antarctic continent may yet have to be adjudicated, but Denmark has just shown that, where her rights are concerned, she is on the watch. A scientific expedition financed by a French newspaper has been prevented from carrying on its work in Greenland because on previous journeys it has failed to comply with conditions.

There will be few to question the position taken by Denmark. Remote lands, far from police or military protection, might easily become the prey of explorers, and even men operating in the name of science with the result that valuable resources are lost.

The fact that an Empire free trader will enter a by-election contest against a regular Conservative candidate does not suggest any cordial understanding between Baldwin and Beaverbrook, and if it should result in a victory for a Liberal or a Laborite the breach might become wider.



By James W. Barton, M.D. HELPING OLD RHEUMATICS

When a single ailment costs the country \$85,000,000 a year, and means a loss of 3,000,000 weeks of work by employees then something must be done. The country is Great Britain. The ailment is rheumatism.

However not content to try and prevent rheumatism by removing infection caused by infected teeth, tonsils, sinuses, gall bladder, and so forth, the British Committee on Rheumatism felt that those already suffering with rheumatism or its effects might be put into reasonably good health if real efforts were made.

Accordingly with the aid of the British Red Cross Society a demonstration clinic has been opened in London.

"On the ground floor is a large bath hall, with a central deep pool for manipulation exercises and under water douches; shower and footbaths, and a whirlpool bath; appliances for douche massage and needle bath. There are also hot air and vapor rooms. On the first floor are rooms for treatment by massage and movements, electricity, radiant and non-radiant heat, and ultra violet rays; also a room for colonic lavage—that is high injections of water."

They are handling 300 to 400 patients a day.

Now what is the basis of all this treatment?

The patient owing to his rheumatic condition is unable to get about properly, or to use his muscles or joints because of pain or stiffness. The result is that as the heart muscles does not have much work to do, the circulation of the blood is poor, and wastes and deposits accumulate about joints, in intestine, and elsewhere in the body.

By stimulating the circulation by baths, douches and movements, these deposits are gradually broken up and removed from the system.

Further, while a joint is in a heated condition with the deposits in a liquid instead of a jellylike condition, the patient can allow the joint to be moved for a number of minutes, whereas this would be impossible without having joint heated first.

Heat is again applied after these movements so that the circulation will be stimulated to carry away the products manufactured or broken down by the movements.

INTERNATIONAL DATE LINE

The International Date Line is the loneliest geographical abstraction man could conceive. This is necessarily so because the traveller circumnavigating the globe from east to west loses one hour in every fifteen degrees he travels, or twenty-four hours in the circle. Contrariwise, the circumnavigator going from west to east gains a day. Two travellers departing from the same spot, one going east and the other west, would be two days apart on completing their trips.

It will be remembered by all Jules Verne readers that the day gained by Phileas Fogg won his bet for him when he went around the world in eighty days. The gain and loss of time are amusing in romance; they would be worse than annoying in the affairs of life. They must be taken up, and the New York Sun describes how this is done.

The waste waters of the Pacific proclaimed themselves as most suitable for the adding of a day west-bound, the dropping of a day east-bound. The 180th meridian of longitude, marking half way around the earth from Greenwich, where the time comes from, and lying across comparatively few populous lands, offered itself as a base line. On it the mathematicians and the mariners made their computations. They ran the Date Line west to put Wrangell Island to its east and to the east to have the Siberian horn of Asia on its west. They ran it to the west to keep the Aleutian Islands in the same day with Washington, then capital.

South of the Aleutians they returned it to longitude 180, which the Date Line follows to about latitude 35 north. Then it moves west, leaving the Midway Islands to its east. Approximately one degree north of the Tropic of Cancer it rejoins its parent meridian, crossing the Equator with it and keeping company with 180 point north of the Ellice Islands, when it turns to the southeast so that the people of the Fijis and the numerous other British possessions in that quarter of the globe may have the calendar days of Australia and New Zealand and be spared the nuisance of stepping back and forth from tomorrow and yesterday as they go about their domestic, social, industrial, commercial and political affairs.

Leaving the Samoan group to its east, the date line gradually approaches 180 again, joining it south of Antipodes Island, which, being in longitude 179 degrees 55 minutes west latitude 51 degrees 30 minutes south, is approximately foot to foot with Greenwich. South of this the date line proceeds to the South Pole on the meridian. The time-reckoning system of the wild life of this region is outside the sphere of sailors and cartographers on whose extra-legal but potent agreement without intervention of officialdom the authority of the Date Line rests.

Like the boundaries of Standard Time Belts, although not as accurately defined in its wanderings, the International Date Line is elastic to serve human convenience, and to avoid as much as possible confusion and embarrassment in the marking of time.

ATLANTIC CROSSING RECORDS

The return journey of the R-100 across the Atlantic was made in little more than 57 hours, a remarkable performance that may be bettered whenever the great British airship makes the voyage again. The fastest steamships on the ocean take twice as long, although the records are frequently being broken and a straight four-day crossing is a possibility of the not distant future. In this connection there are some interesting facts in an article on "Atlantic Record Holders," by F. R. Storie, published in Chamber's Journal for August. Canadians will be interested in the facts presented, for it is recalled that the first authentic steamship journey across the North Atlantic was made by the Royal William, which made the crossing from Quebec to London, via Pictou, N. S., in 25 days in 1833. The Royal William was launched at Quebec on the 27th of April, 1831, whence it was tugged to Montreal to be fitted with its engine and other machinery. It was the first ocean steamship to enter Boston harbor and the first to sail the Atlantic entirely by steam power. On the 17th of August, 1833, she sailed for England, taking 25 days, the time between Pictou and Cravenhead being 17 days. The Sirius in 1838 made the first crossing by an English ship from England. Later came the Great Western, built at Bristol, which actually was the first regular Atlantic liner. In 1878 also the British Admiralty decided to establish a regular mail service and establish for tenders. The contract was awarded to Samuel Cunard, of Halifax, and his two partners, George Burns of Glasgow, and David McIver, of Liverpool. This was born the Cunards Line, whose first boat

boats were the Acadia, the Britannia the Caledonia and the Columbia. These were Clyde-built wooden ships of the paddle-wheel type, and their average speed was a little more than eight knots. In 1848 the Cunard Line built the Canada, of 105 knots. In 1849 came an American rival in the Collins Line, whose Atlantic and Arctic made their best runs in nine days and 13 hours, the maximum speed being 13.3 knots.

The Collins Line collapsed in 1858 and the Cunard people won back the speed record with the Persia, launched in 1856, the first to be built of iron, but still a paddle-wheeler. She made the trip in 8 1/2 days. The last Cunarder to be driven by paddle-wheels was the Scotia, built in 1862, with an average speed of 14.4 knots, which enabled her to cross in eight days 22 hours. Then came the Cunarder China, the first screw steamer of the line, as fast as the Scotia, but which consumed half the amount of coal as a tremendous saving. The Inman, White Star and Gull lines came into the race with such boats as the City of Paris, the Oceanic, City of Chester, Britannia, Arizona, Alaska, etc. The Cunard Line met the competition with the Etruria and Umbra, 19.30 and 19.36 knot boats, that crossed in just over six days. In more recent times were the Majestic, Teutonic, Campania, Lucania, Aurania, etc., and then the German Kaiser Wilhelm II; then the Lusitania and the Mauretania, and the Allan Line steamships Victorian and Virginian. The old Mauretania is now steaming faster than ever and is in a class with the Bremen and the Europa despite her almost quarter-century of life. The Canadian Pacific has some of the finest and fastest ships afloat today, so Canadians may take pride in their steamship record now as away back in the days of the Royal William. It is a great travel age and we of this country may go swiftly to Europe by the St. Lawrence route, on steamships and perhaps before long by British airship.

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.

THAT "BAGFUL OF PROMISES"

The Patriot harks back to its XX-III, now enlarged to XXVIII, articles of Belief—or unbelief. It says the Conservatives are now "trying to wiggle out of the pledges which were made." Nothing of the kind. As far as I am concerned, true to Conservative precedent, every promise made will be faithfully fulfilled.

Hon. Mr. Bennett, and his party, however, are not responsible for the utterances of the street corner—or the Liberal organ. My challenge is for the King organ to quote from any speech or presentation of the Conservative leader anything to justify its garbled list of so called promises.

The old age pension is \$20 per month. Hon. Mr. Bennett promised to pay the whole of this, instead of half as at present, out of the Federal Treasury. This he will undoubtedly do. But from where did the Liberal prevaricator rake out its statement that \$60 a month was promised?

The King apologist knows that Mr. Bennett promised representation in the Cabinet. It also knows that he never promised a portfolio to this or any province. Why publish its untruthful article of Belief—or unbelief, No. 23?

Article of unbelief No. 11.—"To stop the importation into Canada of any of our natural resources." How stop "importation" of that which is already in Canada? The Liberal organ chases from the sublime to the ridiculous.

But why waste time answering such follies. The Patriot admits its own disbeliefs and doubt of the first 27 fabrications, but tries to establish Article 28 by asserting that—"There can be no doubt about promise 28 because it appeared in the Guardian."

I am Sir, etc. CONSERVATIVE

MONCTON, N. B., AUG. 29.—A

middle aged man believed to be named McLaughlin hailing from Saint John, was instantly killed about a mile east of here tonight at five thirty on the C. N. R. main line by the Point Du Chene local.

First Business Woman: "Well, I must hurry home to dinner. I love a good home-cooked meal, don't you?"

PENSLAR RHEUMATIC COMPOUND

A well known medical authority says: "Perhaps the majority of cases of so-called heart disease originate in attacks of acute Rheumatism." You can't afford to neglect the first symptom of Rheumatism. It doesn't pay to "grin and bear it." The swollen painful joints, the tender flesh, the torturing inflammation, the profuse night sweats—all these are the least serious of the effects of Rheumatism.

Prompt treatment will often remove all traces of Rheumatism from the system—Penslar Rheumatic Compound has proved beneficial in all forms of this trouble, whether muscular, sciatic or inflammatory. Large bottle \$1.00.

E. A. Foster CENTRAL DRUGSTORE

We Can Supply You With All Pickling Requirements

- Essence of Vinegar Mustard Seed Curry Powder Turmeric Powder Mixed Spices Celery Seed Whole Cloves Cinnamon Bark Ginger Root Caraway Seed

The Two Macs Second: "Yes, but I'm beginning to suspect my husband's spending his afternoons in the matinees. I'm positive that pudding last night came from the delicatessen."

QUICK RELIEF FROM HEMORRHOIDS DR. CHASE'S OINTMENT

OPTOMETRY Is a specialized science, concentrating all its resources to the end that Defective Vision may be restored.

Severe Headaches If troubled with headaches, we will be glad to investigate the condition of your eyes, and if necessary, furnish you with properly fitted corrective glasses. G. F. Hutcheson OPTOMETRIST

The Rogers Hardware Co., SOULS TYPewriter Co., Ltd. 69 Granville St. 12 Canterbury St. Saint John, N. B.

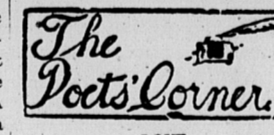
CEDAR SHINGLES We have on hand the following Cedar Shingles viz:— 500 M. EXTRAS. 700 M. 2nd CLEARS. 500 M. CLEARS. 400 M. CLEAR WALLS. 200 M. X NO. 1's. PRICES LOW— L. M. POOLE & CO. PAOLIS' WHARVES

No Man Knows Better Than the Farmer what a part in life is played by the element of chance, —his year's work often brought to naught by adverse agencies beyond his control. But no man carries on more courageously to turn the reverses of today into the success of the morrow, while life is with him. The continuance of life—that is the biggest chance which farmers and everybody alike must face, and only by life insurance can we offset its uncertainty. Are you protecting your family? If not, consult Hyndman & Co. Limited Provincial Managers—The Great West Life Lower Queen Street Charlottetown

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Editorial Notes

The Maritime Provinces of Canada, which have moved ahead rapidly in the matter of co-operative marketing, have now perfected the organization of a co-operative council for the three provinces concerned, to co-ordinate the efforts of the five co-operatives operating in these provinces. These five organizations, says the Moncton Times, do a total annual business of more than \$5,000,000. They are the United Fruit Growers of Nova Scotia, the Canadian Livestock Co-operative, Maritime section, the Prince Edward Island Potato Growers, and the Canadian Co-operative Wool Growers, Maritime section.



LOVE

The fierce exulting worlds, the notes in rays, The churlish thistles, scented briars, The wind-swept bluebells on the sunny braes, Down to the central fires.

Exist alike in Love. Love is a sea Filling all the abysses dim Of lornest space, in whose deeps regally Suns and their bright broods swim.

This mighty sea of Love, with wondrous tides, Is sternly just to sun and grain; 'Tis laving at this moment Saturn's sides, 'Tis in my blood and brain.

All things have something more than barren use; There is a scent upon the brier, A tremulous splendor in the autumn dews, Gold morns are fringed with fire.

The clouded earth goes up in sweet-breath'd flowers; In music dies poor human speech, And into beauty blow those hearts of ours

When Love is born in each, —Alexander Smith. and makes them look grotesque. And yet the yesterdays were once the present, pulsing and important and imperative in demand. Tomorrow, too, will be just the plain present one of these days. And they are all alike more or less in the essential elements that compose the conditions of any one of our ways directs and the view period