

THE CHARLOTTETOWN GUARDIAN

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KING AND NAVY

It is of more than passing interest to note in this year of Imperial Conference that it is just fifty years since the King—then Prince George—made his first visit to the Dominions overseas. On August 6, 1882, the two Princes, Albert Victor and George, set out on a two years' tour which included a visit to Charlottetown. The King is a born sailor, and loves the sea. He chose the navy for a career, and had it not been for the death of his elder brother Albert, which made him heir to the throne, he no doubt by this time would have been on the retired list as an Admiral. Just as his uncle, the Duke of Connaught is a retired General. Every year the King spends a period at sea on his yacht the Britannia. Next week he will be afloat in her in South Dorset waters, and as the Home Fleet will gather at Weymouth Bay for the Fleet Regatta. His Majesty will take the opportunity of reviewing it. This is an annual event, but the last time the Naval Regatta was held in Weymouth Bay was in 1912 when the first aeroplane flight from a warship was made, and created quite a sensation. Two years later the regatta and review were held just on the eve of the Great War, and it will be recalled the fleet was summoned to active service immediately thereafter. On the present occasion the review will take place on the eve of the most important peace conference in the modern world's history, a conference fraught with the greatest and gravest consequences conceivable.

MUST GET HOME

Premier Ramsay MacDonald has been reminding his colleagues at Lausanne that there are other important duties to be undertaken by him besides adjusting the reparations and war debt claims. He has done yeoman service and accomplished great results so far in getting the "Big Five" powers to tentatively agree to a basis for settlement of Germany's war reparations, but of course with regard to war debts nothing can be done without the acquiescence of the United States. "We must have representatives from America sitting with us and taking part in our discussions and sharing in the responsibilities of carrying out any conclusions to which we may come," he stated, and, of course, that means the war debt settlement must be shelved until the Conference agreed upon is held in London, possibly in November, but more probably in January next. By that time the United States elections will be over, and the new President whoever he may be, will be in a position to act more independently with regard to international affairs than President Hoover is at present. Anyway, the Lausanne Conference has been a much greater success than almost anyone dared hope for. It is another example of the "inevitability of gradualness." Only step by step have the powers reached the happy position they now are in, which practically insures the safety of the European nations from financial and industrial collapse. Should the World Conference in London be equally successful, we shall be on the high road once more to prosperity and the rejuvenation of world powers generally. Before then the Conference at Ottawa will have borne its fruit so far as the British Empire is concerned.

LESSON FROM HISTORY

The Financial Post reminds its readers that Canada was born in the midst of business depression. This is something worth remembering at the present time. Following the financial collapse of 1857 and '58, Canada enjoyed a brief spell of rather bountiful prosperity, which was enhanced by the Reciprocity Treaty with the United States and the high prices received for produce

as a result of the Civil War. But when the Civil War closed the industrial interests of the United States watered the revenue-tariff seed of the war years and made it grow into the mighty protective giant of today. The Reciprocity Treaty was abruptly cancelled. New duties were placed against Canadian goods that were the forerunner of a constant succession of tariff increases punctuated only by the friendliness of an occasional Democratic administration. "Join us or die," the Americans told Canada in 1866. Canada did neither but she had to hunt for new markets. Free trade in Britain robbed Canada of its advantages in that market. The new markets were hard to find. Canadian business suffered in 1865 in reflection of the uncertain conditions following the cessation of American hostilities. More seriously, the British and Wall Street panics of 1866 were reflected in three years of poor business from 1867 to the middle of 1870. Trade was poor; unemployment rife; prices for farm products low. Money was scarce and the worries of the Fathers of Confederation were no heavier than those of the men in charge of our financial institutions.

Such were the cloudy days when economic necessity forced the desperate provinces to unite in one Dominion. Yet the skies cleared again and comparative tranquillity ensued throughout the world. In the United States, 1869 to 1873 was a period of hectic prosperity when iron and coal output and railway mileage doubled. In Canada, Confederation aided economic advance. Cut off from familiar outside markets, the provinces found new ones, at home and abroad. Many new banks were chartered, nineteen between Confederation and 1874. Banking capital doubled. Railway mileage doubled. Exports grew by fifty per cent; imports even more. Thus, comments the Financial Post, the outlook for the young nation may not have been very promising at its birth. But it was a lusty infant than was supposed, and this it demonstrated as soon as it had settled down to enjoy the fruits of political union.

Today Canada, like the rest of the world is in the throes of a depression, but there is every justification for the spirit of optimism which prevails, and which sees in the coming Imperial Economic Conference the greatest opportunity since Confederation for economic progress and development.

THE TRUE TEST

In a discussion of the forthcoming Imperial Economic Conference to be held at Ottawa, the July issue of Investment Suggestions by A. E. Ames & Co. advances the view that, owing to the intricacy of the problems involved, the conference should be judged, not by its results, but by the spirit and knowledge with which its problems are to be examined. The bulletin gives as the three main objectives of the conference the maximum movement of goods within the Empire, the stabilization of the various currencies in use within the Empire and the promotion of the flow of capital within the Empire. It adds:—"This three-fold problem of the Imperial Conference is not of a nature which permits easy or quick solution. Whatever adjustments are effected will have consequences not easy to forecast, and it must also be apparent that permanent results cannot be achieved when economic conditions and international relations are changing as rapidly as at present. Nevertheless, the conference is an indication of good intentions and it is a first step in a deliberate process of overcoming economic depression by co-operative action. As such the conference will be judged, not so much by its immediate results as by the spirit and knowledge with which its problems are examined."

NOTES BY THE WAY

"It is most difficult when you are totally depressed by depression to keep depression from depressing you more," a friend of ours writes. This is a tough spot to be in. You can let this depression fever get you. Too many people are worrying about inconsequential things. If you start doing that, you are in a fair way to losing your peace of mind. There are enough big things to worry over. The best cure for useless worrying is to pitch in and do whatever you are doing to the best of your ability. Spend your time figuring out how you can do it better. Some people are worrying, it is true, because they have no work. But many of those with the worst headaches have good jobs. By doing them well, they will be doing a fair share towards finding a solution to our present problems.

More than ever these days does efficiency count in all trades and professions. The qualified worker may have to suffer unemployment when there is not enough work for all, but invariably it is the qualified worker who holds his job the longest and who is out of one the shortest. The lads who are just starting in profession and trade and business—or who are willing to but cannot find an opening—are entitled to the sympathy of all of us. A practical form it should take is that of encouraging them to utilize otherwise idle hours in study of some kind, so that when opportunity offers they may be fitted to take advantage of it.

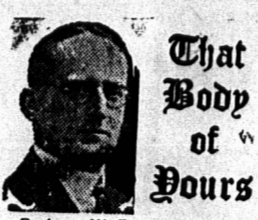
France now seeks aid for her Balkan allies and a means of averting new demands for Anschluss—Austrian and German national unity of purpose—through a Danubian federation. That federation, she insists, shall be formed on lines of her choosing, that her alliance shall not thereby be endangered. But as to that, Germany and Italy have other views. So again there is an impasse, with France in the role of the obstinate negotiator. She sits snug, rich and powerful, in a high place in a changing world. But the vision of a rehabilitated and powerful Germany still haunts her. And then, too, her friends are falling away.

The origin of the wooden Indian in front of tobacco shops is as mysterious as that of the red man himself. We venture a guess at the solution. Tobacco was introduced into England and from Virginia, and the English people associated the plant with the aborigines. The weak point of the derivation is that the Indians were not great smokers except at the pipe of peace. But why has the wooden Indian become almost extinct? Again we venture a guess. Since the advent of the cigarette the tobacco shop has lost its individuality. The weed in one shape or another is sold in all kinds of shops, often as a side line. Hence, the picturesque wooden Indian is no longer symbolic of the stock in trade.

Hon. H. H. Stevens informed an audience at Sherbrooke that the Canadian Government will enter the Imperial Conference with an open mind and in a spirit of mutual co-operation. This is very disconcerting to those busy politicians who have been telling the Canadian public that the Government's policy at the conference cannot be successful. They would be safer in waiting for some information as to what the policy is.

Mr. Alderdice's specific bargain with the electors of Newfoundland was that if they would undertake to develop to the utmost the qualities of thrift, diligence and self-reliance, "I give you a solemn promise that the part of my Government will be to put into practice the qualities of honesty, hard work and constructive effort in the conduct of public affairs." The majorities which sustained his party at the polls is a definite enough indication that popular support is behind Mr. Alderdice, who therefore begins his administration with every confidence that by keeping the bargain he has made, he can claim from the people a co-operation with which he may hope to achieve the results he has set himself to obtain. "Without turgid wooden Indian is no longer emblem of the country by seeking additional loans."

Mutual tariff concessions having been made by Canada and Germany, the way is cleared for a greater trade movement, with the understanding that discussions may be reopened after the Imperial Conference. In the meantime, the Franco-Canadian trade agreement has lapsed and there seems little likelihood of a new one until the conference has been held. Mr. J. H. are known.



By James W. Barton, M.D.

HOW MUCH FAT SHOULD YOU CARRY?

You may have a feeling that you are carrying too much fat in and on your body; or you may feel that despite the fact that your friends tell you you are too fat, you are just carrying the right amount for health.

How much fat or what proportion of fat should you have in and about your body? The right proportion for health is thought to be about one-twentieth of your body weight.

Perhaps you wonder why Nature allows the body to store such a large amount of extra fat in the system, which is really a menace to health. As a matter of fact this is exactly what Nature does for every organ and tissue in the body; it always does or can do more than the ordinary or the necessary amount. The stomach will hold enough food at one time to do for a whole day; the large intestine will hold the wastes from the food of two or more days; the heart can beat twice as fast, as usual, when occasion arises, and so forth.

Thus when man was created, as he might, by hunting, get a big meal today and no more food for a day or two, his stomach was made large enough to hold this much food.

And this is exactly what is happening in so many individuals who are putting on a great amount of fat. Nature has or had in mind that fat could be stored up as food in the system, and could be used if no food were available at times. This is seen in the animal kingdom when bears will so feed themselves in the autumn that enough fat will be stored in their bodies to last them until the springtime.

Fortunately for most of us, we can eat as much as we like of the foods we like, and no fat is deposited, but there are a great many individuals who must actually measure the food they eat, and keep it at a certain definite amount or fat will rapidly accumulate. To prevent fat formation therefore these individuals should eat the regular or ordinary amounts of the foods that do not make fat and cut down on the foods that, while giving energy to the body, are nevertheless the actual fat formers. This means that meat, eggs, and cereals should be eaten in full quantities as they are tissue builders, and starches—potatoes, bread, pastry and fats—butter, cream, and fat meats—should be cut down at least 25 per cent, if the right amount of fat and no more, is to be kept stored in the body.

"It seems to me that probably the most worthy kinds of success are best achieved by not aiming directly at it."—John Dewey.

The Poet's Corner

SONNET

Now Dawn leaps shouting up the Eastern sky To hang his golden banner in the clouds; The flowers of day put off their leaden shrouds, Night's cold star-blossoms fold and fade and die. So cometh she to whom all darkness yields, Lighting the wan lands with her radiant face, And strews her golden plenitude of grace Upon the dark heart of the barren fields. In that wide sky that arches her bright head All things are very clear and swift and new, Alert in eye and wing, in pulse and tread, Washed in pure light, illuminate with dew. Let God's sun hies in ashes to the sea— My wheeling days need no more sun than she.

—Alan Bland, in G. K.'s Weekly.

Thomas has stated that Great Britain cannot sacrifice her foreign trade at Ottawa, and that neither can Canada. Obviously, however, new commercial arrangements with foreign countries involving important commitments must wait until the results of the Empire parleys are known.

Roma at Brudenell Point

(The following account of Roma's settlement at Brudenell Point, Three Rivers, is taken from Professor D. C. Harvey's fascinating volume, "The French Regime in Prince Edward Island." It is of special interest at this time, when plans are being made to observe the 200th anniversary of Roma's settlement in what is now Prince Edward Island.)

On July 17, 1731, at Fontainebleau, a grant, signed by Louis XV and Phelypeaux, Comte de Maurepas, was made to Sr. Cottard, du Boscage, Narcis, and Roma of 350 arpents frontage and forty arpents depth in the eastern portion of Isle Saint Jean, comprising the lands drained by the three rivers now known as the Brudenell, the Moptague, and the Cardigan, but not to include any lands already conceded to inhabitants or cleared by them. It meant the creation of a large feudal estate, on the tenure of 'franc aieu noble,' to be free from all Royal dues but to be held in homage to Louisburg. The only obligation placed upon the corporation was the conservation of oak suitable for shipbuilding, the report of mines to the King or his officers, and the grant of such lands as the King should need for forts or public buildings. Justice was also reserved to the King and to be administered by the Sub-delegate of the Intendant of New France in Isle Saint Jean. The Company was to take out eighty settlers in 1732, and thirty each subsequent year, with the necessary stock to establish hearth and home. It was to encourage these settlers to clear lands, and to build such roads as were necessary for public use.

Of the partners in the Company Jean Pierre Roma, who was appointed Director and undertook the work with energy, was the only one who interpreted the conditions of the grant literally and tried to fulfill them. From the very first a divergence of views appeared between him and his confederates. They were interested only in the profits of the fishery and quite indifferent to their country's welfare or to the welfare of the colony. Consequently, when they experienced losses and disappointments incident to the founding of any such establishment, annoyed that the enterprise did not net 100 per cent the first year, they withheld any further support and laid all the blame at the door of Roma, who had taken up his residence at Brudenell Point, and was striving manfully, if not modestly, to lay the foundation of a permanent establishment and a thriving colony.

Of Roma's antecedents and previous training little is known but he seems to have had a varied experience prior to his venture in Isle Saint Jean. In a letter to the Minister, May 31, 1741, he complained that his fortune had been ruined early as 1715 by a M. Desmaréts, to the Royal domain a concession on the south coast of Santo Domingo had prevented him from re-establishing that fortune and that he had been dissuaded from entering the service of the King of Sardinia in 1726 by the French Ambassador at Turin. The same ill luck seemed to dog his step in Isle Saint Jean, where from the first he was always in conflict with both cleric and layman.

Roma arrived at Three Rivers in June, 1732, and chose Brudenell Point as the site of his establishment. Here nature had reared a cape 35 feet high at the peak and extending in an easy slope 60 feet long and 80 feet wide. This he levelled by reducing the peak and building up the base with rocks and wood in order to increase its power of resisting the waves. He lengthened the slope by a pier 4 1/2 feet long and 10 feet wide so as to get 11 feet of water at high tide. This necessitated the transport of some 300 tons of stones, each weighing from four to eight hundred pounds. He erected a wooden bridge at the side of the pier, 40 feet long and 12 feet wide, to facilitate the loading and unloading of vessels, the embarking of shallops, goelettes and canoes. He cleared the cape to an extent of 1700 feet by 1200, dug up 6000 stumps, one-half foot in diameter, and many smaller ones, after which he had the hills cut down the hollows filled up and the whole made as level as a floor for his houses gardens and walks. Then followed the construction of buildings nine in all, for the accommodation of his settlers, workmen, and fishermen: One 80 feet long for the house of the Company, and another the same length for the fishermen, one 50 feet long for the employees of the Company and strangers, one 50 feet long for the officers of the Navy, and the thirty-six-month men, one 53 feet long for a storehouse, one 62 feet long for a bak-

ery, a forge, and a stable, respectively, the latter to house also the fowl and the doves. This required 3000 posts, 5000 planks, 1500 joists, 450 rafters, 200 rails, 170 beams, 50 flagstones; and some of them had to be brought from a distance over the ice on sleds for which new roads had to be made each day because of the snow. The buildings were made air-tight by moss and clay and were heated by thirteen brick chimneys, made from clay on the spot, which were kept going night and day for seven months in the year, consuming a vast amount of fuel. To preserve the food of the establishment a refrigerator was constructed and to supply it with water two wells were dug in which four pumps were placed. In addition to this he built up a spring which was six feet below high tide, and when it was rendered useless by the ice in winter he discovered another some 600 or 700 paces from the cape and pressed it into service. From this and the pumps he estimated that 1200 hogsheads were drawn for drinking, washing, making beer, and watering the horses. In the oven were baked during the same period some 800 quintals of flour. About every building he laid out a vegetable garden surrounded by a brush fence; and he also enclosed in a similar manner a plot for peas and another for wheat, after which the whole cape was cleared for one or two miles was cleared for future crops.

To store the fruits of the soil he built a huge cellar, 120 feet by 16 to 20 feet and 7 1/2 feet deep with an entrance at each end—the whole carefully supported by beams and joists. For clearing the land he made several levees 35 feet long on a pivot of 20 feet, and for fishing he built two flat boats, two canoes, six shallops.

To facilitate communication between the different parts of his concession and the colony he made a road to Cardigan a league in length, one to Sturgeon River 1200 paces distant, one to Souris four or five leagues distant, another to St. Peter's eight leagues long, including a bridge 75 feet by 12. The latter was abandoned because it crossed two rivers and still left two leagues by water, and was superseded by a more direct road 8 1/2 leagues long, which avoided the rivers. This road was essential to the Company because at times the sea route to St. Peter's where Roma had a large fishing establishment was long and dangerous. For the security of the settlement in case of war with the English a road was built to Port La Joye in co-operation with the garrison. The details furnished by Roma show that his roadmaking was not such as would have commended itself to those accustomed to the magnificent causeways made by the 'corvée,' which elicited the reluctant admiration of Arthur Young, on his journey through France some fifty years later, but they were at least a recognition on the part of Roma of the necessity of communication. If he left the fallen trees across the way, he at least had the branches cut off and the stragglers removed so that the eye could travel straight in front even if one had "to lift the leg slightly to get over on the other side" of the fallen giants of the bush. . . . In the eyes of Roma his establishment was to become the headquarters not only of a contented colony but also of a far-reaching commerce and an extensive fishery. The five vessels of the Company,—"Le Michel," "St. Jean," "Le Postillon," "L'Angélique," and "La Belle Faucon"—were to be employed partly in the transportation of fish to France and of commodities to Isle Saint Jean; and partly, also, in trade between Quebec and Isle Saint Jean and Isle Saint Jean and the West Indian Islands. From Quebec he would bring food for his own establishment and for Isle Saint Jean as a whole, until they should become self-supporting, in which event he could use the same vessels to carry surplus products of the soil to the garrison at Louisburg. To pay for the flour and biscuits brought from Quebec, he proposed to carry cod and planks to the West Indies and bring back molasses and sugar and coffee. Thus a three-cornered commerce would be built up in addition to his trade with France. But the grand designs of Roma were not well received by his partners. The first year they advanced goods and equipment to the value of 91,000 livres and although he sent back this year in the Company's vessels fish to the value of 45,000 livres, purchased two bateaux, 15 to 20 shallops, built and admirably fishing establishment at St. Peter's, and supported his colony, the partners refused him further financial support and seemed bent upon ruining their own enterprise. After much mutual recrimination Roma visited France in the autumn of 1736, entered into negotiations with

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Leaders At Ottawa Parley

SIR PHILIP GUNLIFFE-LISTER (By The Canadian Press) Sir Philip Gunliffe-Lister, Secretary of State for the Colonies, is an advocate of Imperial preference takes a special interest in the welfare of British Agriculture. He comes from the country gentry class. Called to the English Bar in 1908, Sir Philip served in the Great War from 1914-17; Joint Secretary of Ministry of National Service 1917-18; Parliamentary Secretary to Board of Trade 1920-21; Secretary of Overseas Trade Department 1921-22; and President of the Board of Trade 1922-23 and November 1924-29. He was Chairman of Permanent Labor Committee of "War Cabinet War Priorities Committee" 1918.

Known as Sir Philip Lloyd-Graeme until 1924 when he adopted the family name of his father-in-law, Lord Masham, and the Lloyd-Graemes inherited a large part of the estate of his mother-in-law. Sir Philip is a scholar, lawyer and politician noted for his piquancy of expression. He was born in 1864.

would be justly afraid to have him administer justice there. I believe him to be capable of conducting commercial affairs and of keeping books by double entry, but he is not acquainted with the rules and regulations of the service. I doubt also whether he wishes or could settle himself at Port La Joye in an employment so mediocre."

The Minister accepted the advice of Prevost, and Isle Saint Jean knew him no more, though his heart was still there. He found a temporary abode in Martinique, whence he wrote the Minister urging upon him a still more elaborate scheme for the colonization of the Island.

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