

THE CHARLOTTETOWN GUARDIAN

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SIR HENRY EXPLAINS DELAY

The Guardian is in receipt of a communication from Sir Henry Thornton, President of the Canadian National Railways, containing the gratifying assurance that it is now expected the plans and specifications of the new car ferry will shortly be ready, and the steamer should be constructed and in commission about the latter part of 1930, which will coincide very closely with the completion of the work on the terminals.

proceeding with the plans; an explanation which the Department of Marine and Fisheries should have been in a position to give to Mr. Scandlers when they communicated to him the report that the car ferry would not be ready until the spring of 1931.

MARITIME BOARD OF TRADE

Notification of the coming annual meeting of the Maritime Board of Trade has been received, together with a request for the co-operation of all concerned for the purpose of making the meeting outstanding both in representation and Maritime usefulness. The gathering will be held in the Admiral Beatty Hotel, Saint John, on Wednesday and Thursday, October 16 and 17.

It will be recalled that the last annual meeting, held in Halifax on November 21, 1928, was an outstanding Maritime event. The resolutions passed there were reasonable and thoughtful, concerning matters of real moment to the Eastern Provinces.

The assurance from Sir Henry Thornton of the correctness of this report will set at rest the grave anxiety which existed since the publication of a Canadian Press despatch on Sept. 7, that the new ferry would not be ready until the spring of 1931. The information to that effect was received, according to the despatch, from the Department of Marine and Fisheries by Mr. F. M. Scandlers, honorary secretary of the Maritime Board of Trade, in answer to a query forwarded by Mr. Scandlers in following up action on a strong resolution of the Prince Edward Island delegation at the annual meeting of the Maritime Board of Trade held in Halifax during November last.

There is no limit to the number of delegates; but each Board, whether large or small, has the same voting power. All boards are automatically members of the Maritime Board. There is no membership subscription and no registration fee for the meeting. The notice states that it is exceedingly encouraging to note the general interest in this coming annual event. Already a number of thoughtful resolutions are in hand and a large and representative attendance is expected. The agenda is now in course of preparation.

SPEEDING BIDDY UP

A Swedish farmer has found that the true end of guns is not murder but increased production. He discovered, in short, that gunfire stimulates hens to lay. Observing that his hens laid twice as many eggs while dynamite rock-blasting was going on in the neighborhood, this enterprising poultryman continued the little daily dose of shock by firing a gun in the neighborhood of the hen-house, and found it just as effective as dynamite, though much cheaper. The truth seems to be, suggests the London Times, that hens need waking up; that they live far below their capacities. The sportsmen of the future may reckon their bags in eggs instead of in birds and seek speed in firing rather than aim; but the limits, if any, of the hen's capacity to respond will not be known till some go-ahead farmer makes use of machine-gun fire.

EDITORIAL NOTES.

A suggestion has been made to nominate Jack Miner as one of the hundred most useful men in the world. The other ninety-nine are no doubt located throughout the United States.

A Saint John exchange comments with pride on the fact that ten per cent of the potatoes on the Montreal market last week were New Brunswick potatoes. The Prince Edward Island shipments will soon be under way, and the result should prove quite as satisfactory as in the case of our sister province.

Notes By The Way

"Up in the Far North—just under the Northern Lights," says the New York Herald-Tribune, "Canada is rushing to completion the greatest railroad building feat in history." We subjoin some of the facts disclosed in this striking article.

Shining steel rails, 510 miles of them, are steadily pushing back America's last frontier at the rate of a mile a day, carrying it beyond the timber line, across the glacial ice of the Barren Lands to Hudson Bay. Why is Canada spending some \$50,000,000 in building a railroad to a point which is free from ice for shipping only four months in the year? There are four important answers to this question—wheat, cattle, freight, ore.

Canada ships annually to Great Britain immense quantities of wheat, and hundreds of thousands of cattle and horses. Now much the shortest way to ship commodities from Western and Central Canada to England is from a point in Hudson Bay. By sending cattle over such a route rather than by the present route via Montreal, two or three weeks' feeding and maintaining in transit would be saved, and the animals would be in much better condition when they reached England.

Back in 1911 Canada began laying rails from the Pas, where the prairie ends, to the mouth of the Nelson River and Hudson Bay. It was an immensely difficult task but was continued through the war, partly as a measure of defence. If German submarines should close the more southern route Canadian men and materials could go via this northern and shorter way. The war over, Canada had to retrench and work on the railroad was abandoned.

During the close of the war and following years what had been done on the 356 miles of railway went to wrack and ruin. The roadbed sank into the muskeg, the ties decayed and it became impossible for anything heavier than a handcar drawn by dogs to run over it. Many Canadians thought the project could never be completed, but it advocates induced the Government to re-survey the entire situation.

In 1927 a British expert was brought over, a Mr. Frederic Palmer. To get him and his party to Port Nelson, 500 miles, would have taken weeks. Airplanes covered the distance in five hours. Another important survey had to be made hundreds of miles still further north. Again the airplanes did the work, transporting men, food, fuel, medical supplies, tools and instruments. The planes flew in all kinds of weather, the thermometer dropping to 50 and 60 below zero sometimes.

Mr. Palmer recommended that the railway be reconstructed, Port Nelson abandoned, and the rails laid to Churchill, a better harbor 60 miles from Nelson. Then came the \$5,000,000 job of moving on sleds everything that could be piled loose in Nelson to Churchill. Meanwhile the task of digging out the old railway and sleepers and building it anew went on. The Nelson River had to be bridged—a stream as wide as the Hudson.

Fifty miles beyond the Nelson the timber line ends and the Barren Lands begin where nothing grows but caribou moss. It is nearly 25 per cent water and had to be drained and corduroy logs laid as a foundation for the gravel and rails. The engineers decided that it would save six months if they could lay the rails and spike down the tracks on top of the ice and snow. Old railway men said it could not be done, but it was done on the remaining 80 miles to Churchill.

The big track-laying machine at the front laid the track down on the ice and snow. The locomotive behind the train, with tractors, snow-mobles and dog trains by its side, and the airplanes overhead, literally pushed back America's last frontier a mile a day across the Barren Lands right into Churchill before the end of last March. Since then men have been busy jacking up the tracks and draining the roadway, while gravel trains have been pouring in ballast.

The work is nearly finished. The first passenger train, equipped with Pullman cars will be running before freeze-up. Work on the seaport is progressing. Copper and gold have been found in such quantities that an 80-mile spur railway has had to be built to the Flin Flon mines. And already thousands of men, women and children are following the trail to the port just under the Northern Lights.

The Canadian Tariff Board has been instructed by the Minister of Finance to go into the operation of the tariff on certain commodities, chiefly of household consumption, a long list of which is given. This is construed as an intimation that the Government intends to raise the tariff on such articles at the next session of Parliament by way of retaliation against the United States. More probable is a fair a nature to be

That Body of Yours By James W. Barton, M.D. LESS RHEUMATISM WHEN ACING TEETH WERE REMOVED

In the early part of the war we were instructed to reject any recruit who did not have at least two grinding teeth one above the other on at least one side of his mouth.

This certainly was not a severe demand and yet the number rejected was astonishing.

A little later the wearing of dental plates was permitted and many were thus enabled to go.

Now why were so many rejected for not having sufficient grinders?

Because it is not so many years ago that when a tooth began to ache or give trouble it was removed and nothing more was thought about it.

In later years however the value of teeth to the whole body became apparent.

The grinding or molar teeth break up the food, moisten it and give it a chance to mix with the saliva. This preparation of food in the mouth gives the food its best chance to be further prepared in the stomach, so that when it reaches the small intestine it is readily put into a condition to be absorbed through the intestinal walls into the blood.

Now all this is very important of course. It usually means freedom from stomach ailments, from intestinal distress due to gas formation, and that the individual gets the full benefit from food eaten.

But there is just one thing that happens only too frequently, and that is that in keeping these grinding teeth when they are infected, there is the danger from rheumatism and heart disease that more than offsets the benefits above mentioned from the use of the grinders or molar teeth.

In England alone, among sixteen million insured persons, five and one half million weeks of working time were lost in one year due to rheumatism.

Now I am always advising dental care, and the examination of the teeth every six months by your dentist.

However when you think of the above figures, and that most of this distress is due to bad teeth, and later to bad tonsils, it perhaps makes you wonder if the old system of pulling out every aching tooth did not have some merit to it.

The thought is of course that an X ray of the teeth every two or three years, and the draining or removing of infected teeth, will prevent most cases of rheumatism.

The Poet's Corner DUSK

Down by the shore at even, when the waves Lap lightly on the reedy rims, and soft, One trembling star, a blossom, flames aloft, Where the sunk sun the western heaven leaves With lowest tides of day; the tired world craves For the great night that cometh brooding in, With draught of healing over earth's far din, And blessed rest that recreates and saves.

Far in the breathing woods the whip-poor-will Reiterates his plaintive note; and hark! A dusky nighthawk whirrs athwart the dark, Haunting the shadows, till in silver swoon, Hunted by her own spirit, strange and still, Over the waters comes the wan, white moon. —W. Wilfred Campbell, in "Beyond the Hills of Dream"

The growing demand for adequate protection on various lines of productive industry in Canada hitherto entirely neglected by the Government.

Bill boards along the roads in British Columbia have come under condemnation of the Minister of Public Works who has declared unrelenting war against them.

London's drought continues. Cable despatch of September 23 (tel) of the thirty-second rainless day succession, a record not reached since 1899. Yet during the great Boy Sea Jamboree, from August 30 to September 12, it rained every day, converting Arrows Park, Birkenhead, into a sea mine.

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.

THE OFFENDING HORN

Sir, Your extract from the Fort-nightly Review "says something." How long? Oh how long? must the people suffer the annoyance and the exasperating insolence of those who go tearing along the streets and public roads letting out blasts of their raucous horns to let people know they are coming? By these blasts, they say in effect, "I have a car and I have the right of way and all poor beggars like wheelmen and pedestrians must get out of my way." Now let me ask the question, Is this British Law? A person has no more right to drive another off the road with a car than he has to drive him off while walking. I challenge anyone to deny that! The place a person occupies while walking, is his for the time being. What would happen on our streets if one person could push another out of his way? As far as I can see, the man who blows a horn to scare, hurry, or hinder another is liable to punishment. I cannot help thinking the day of this insolence and rough shod riding will pass and the horsemen, the wheelman and the footman will come into their own. Yes, I anticipate the time in the not far distant future when our roads and streets will be free and safe for the poorest and feeblest person, when the impudent horn-blower will be silenced and his raucous instrument will be sent to the dump.

I am, Sir, etc.

BRITISH LAW.

The Land Of The Klondike

(The Gazette Montreal)

The Yukon is a land of contrasts in the far Northwest of Canada and to the average Canadian it is thought to be an almost inaccessible territory. Of late, however, it has been receiving considerable attention and has been attracting travellers seeking an unusual holiday. To enlighten the general public as to the true character of this country of romance, the Department of the Interior has issued an illustrated booklet, "Yukon: Land of the Klondike," which not only tells of the territory but describes the magnificent scenic route by which it may be reached, by steamer and by train. The story is by F. H. Kitto, F.R.G.S. Natural Resources Intelligence Service, of the Department. It is thus authoritative, and it is complete.

There is today, one main direct route to the heart of the Yukon, and that is by the way of the Pacific Coast, the White Pass and Yukon Railway and the Yukon River. This route is followed by commodious ocean steamer picturesque mountain railway and powerful river steamboat, a steamboat that shoots rapids and forges its way against strong currents as well. The introductory journey is extraordinarily grand and is undertaken on the palatial steamships of both the Canadian Pacific and Canadian National services. For about a thousand miles the "inside passage" route along the coast of British Columbia is pursued.

THE LAND WE LOVE

By FRANK LEIGER

CANADA'S POWER DEVELOPMENT

Q. What is the increase in Canada's Power Development?

A. Since 1911 the total turbine installation in the Dominion has increased from 2,784,000 h. p. to 5,350,000 more than 550,000 having been installed in 1928. Developments now nearing completion or in active prospect will, on completion, add a further two million horse-power within the next few years. The Beauharnois canal project near Montreal, is designed eventually to supply 500,000 horse-power. A total installation of about 43,000,000 h. p. is possible from Canada's water-power resources at present recorded.

DODD'S KIDNEY PILLS ALL KIDNEY BACKACHE RHEUMATISM NEURALGIA GOUT THE PAIN EXPELLER

WHEN SENDING MONEY ORDERS WHEN you have occasion to send Money Orders they may be obtained readily at any Branch of the Bank of Montreal. BANK OF MONTREAL Established 1817 TOTAL ASSETS IN EXCESS OF \$900,000,000 Charlottetown Branch: G. FILLITER, Manager

WELSH Anthracite Coal For the householder who wants clean coal, low in ash and high in heat values we recommend Welsh Anthracite Coal. A. Pickard & Co. PHONE 240. Whooping Cough is dangerous and must be treated promptly if serious complications, such as, bronchial pneumonia, hemorrhages and heart affections are to be avoided. The speedy control of coughing spells and spasms is most essential. At the same time the throat and bronchial tubes must be cleared of phlegm and mucous matter which cause distress in the day time and sleeplessness at night. MAC'S WHOOPING COUGH REMEDY is so compounded from pure drugs and chemicals with the end in view to check the racking cough, bring up the phlegm, control the infection and soothe the inflamed respiratory tubes. Protect Your Child. Get Mac's Whooping Cough Remedy, 50 Cents Per Bottle. A tonic is necessary to build up the child who has or has had Whooping Cough. Pure Cod Liver Oil has a wonderful effect as a builder. The 2 Macs DRUGSTORE

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