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WEDNESDAY, FEBRUARY 20, 1929

THE NEW FERRY SERVICE.

As announced in The Guardian's despatches yesterday, the sum of \$3,500,000 for the new car ferry service has been included in the estimates submitted to Parliament. This news is gratifying to all our people, irrespective of political affiliations, and we hasten to congratulate the Government on having the courage, not of their own convictions, but of the convictions of the people of this province, at whose urgent request the original plans were reconsidered and the whole requirements of the service looked into more closely.

We do not know whether the \$3,500,000 included in the estimates will be sufficient to meet these requirements. It was intimated unofficially that the cost would be \$4,000,000; but probably by the time the present appropriation is exhausted there may be occasion for a supplementary vote being presented and passed by the House. In any case, it is hoped that there will be a thorough understanding between the governments, Dominion and Provincial, as to the requirements, and that the plans will be proceeded with at once and the contract let as speedily as possible. It is necessary, of course, that these plans be submitted to the Provincial Government and the commercial community of the Province, in order to avert any possible misunderstanding and consequent dissatisfaction; but when this has been done the work should be proceeded with at once. The railway management now have before them the requirements of the Province as outlined in a resolution presented by a representative delegation, and there should be no reason for any further delay. It is unfortunate, indeed, that such a delay has already occurred, that it was thought necessary to hold up the plans until a further appropriation could be made. This delay may mean the continuance over another winter of the present uncertain and unsatisfactory service. Now that the money is definitely in sight, there is nothing to prevent the immediate completion of the plans and the letting of the contract for the new steamer and for such construction work as may be necessary at the terminals. For the carrying out of this work our government and people should unite in urging the Railway authorities to the utmost speed consistent with the requirements of the Province.

The other estimates for Prince Edward Island are also given in the despatch of yesterday, and are worthy of mention. The total appropriation exclusive of the car ferry and railway extension, is \$169,800,—much of it a re-voite. We shall need it all. The details will doubtless be fully discussed in the House when the different items are being voted upon.

RADIO PROGRESS.

Statistics published by the department of marine and fisheries some little time ago showed that 125,012 radio receiving licenses were issued in Ontario in the year ended March 31 last, 51,347 in Quebec, 26,635 in Saskatchewan, 19,288 in Manitoba, 18,581 in British Columbia, 14,836 in Alberta, 7,106 in Nova Scotia, 4,475 in New Brunswick, 587 in Prince Edward Island, 94 in the Northwest Territories and 14 in the Yukon. Of broadcasting stations, there were 38 in Ontario, 15 in Saskatchewan, 14 in Alberta, 13 in British Columbia, 9 in Quebec, 4 in New Brunswick and two each in Nova Scotia and Prince Edward Island.

Though there are more holders of licenses to operate radio receiving apparatus in Ontario than in any other province in Canada, the increase noted in the number of licenses issued in the Dominion in the year ended March 31 last is attributed largely to the increase in the number of receiving sets installed in farm homes on the western prairies. The

number of licenses issued in the year ended March 31, 1927, was 215,650; the number issued in the succeeding year was 268,055. This latter figure, it is estimated, represented just about one-half of the number of receiving sets in operation in the country. There would, thus, appear to have been some 535,000 sets in use or about one for every 18 persons. About 30 per cent of the licenses issued last year were granted to residents of Western Canada and in that part of the Dominion were located 43 per cent of the broadcasting stations in the country.

A FRIENDLY GESTURE

The following comment on increasing trade with the Maritime Provinces comes from the Toronto Mail and Empire:

"The office of Mr. Burnaby, Trade Commissioner in Toronto for the Maritime Provinces, has been open only a short time and already he has received many inquiries for Maritime products, while several firms have written in seeking trade connections. An increase of provincial trade in Canada is desirable for many reasons and it is particularly desirable to bring the Maritimes into closer trade relations with the Central Provinces. By so doing, we will build up the home markets for both manufactured and agricultural products and make the country less dependent upon the fluctuations of foreign markets. Whether trade follows the flag or the flag follows trade, there can be no doubt that increasing interprovincial trade will strengthen national ties. For many years trade was depressed in the Maritimes due to conditions for which they were not to blame. Some of these conditions, for which the word 'grievances' was not a happy synonym, have been changed and we are glad that a marked improvement is reported in the business in the East. In this change the report of the Duncan Commission played a part and it is gratifying to find that the reduction of freight rates has not only stimulated business there, but has also resulted in an increase of railway traffic so large that it has practically absorbed the loss of revenue which might have been expected.

Reference is also made to the scenic beauty and tourist attractions of the Maritimes, and it is pointed out that a few days ago one of the large Atlantic steamship companies bought three additional steamers for the purpose of developing passenger and tourist business from New York and Boston with these Provinces. "We hope that it will not turn out that the people of the United States show a greater interest in the Maritimes as a pleasure ground than do our own people. "See Canada first" is as good a slogan as "Buy goods made in Canada." The tourist trade is profitable to any country and we can easily imagine that many of those who enjoy the scenic beauties of the Maritimes will keep at least one eye open to the possibilities of doing business there."

EDITORIAL NOTES

The local Liberal organ, while jubulating over the three and a half million dollar appropriation for the new car ferry service, deplores the "mischievous" tactics of The Guardian in criticising the Federal Government. Does this refer to the objections raised by The Guardian to the Government's proceeding with the original plans of the new car ferry on the original million dollar appropriation, which also was loudly proclaimed in the Liberal press and by our Liberal representatives? Had these objections not been raised, and the subsequent protests of our boards of trade not been forwarded to Ottawa, what would the prospects have been? Perhaps our contemporary could figure this out in another two column editorial.

Notes By The Way

It is said there is now a motor car for every 9.5 people in Canada, one for every five people in the United States and one for every 59 people in the world. There were 939,479 cars in use in Canada in 1928, against 443,468 in 1922. Prince Edward Island is considerably below the average of cars to people in other provinces, no doubt partly because we were later in starting. Perhaps that is also the reason why our drivers are in such a hurry.

That erratic journal, the Beaver, says that Miss Agnes MacPhail is undoubtedly the "first" woman in Canada. She has not only shown that she could win a seat in Parliament but that she can keep it. Miss MacPhail was recently speaking in Toronto and touched upon the current saying that woman's place is the home. "I take it," she said, "that a woman's place is any place she wants to be."

She recited a list of woman's wrongs that had not yet been righted. Women did not get equal pay for equal work. She did not get equal honor. If a woman in Canada marries an alien she loses her citizenship. A woman could not establish a legal domicile for a divorce. The Supreme Court of Canada had declared that a woman is not a "person."

Man had always done his best to suppress the superior type of woman who might rival him and refuse to obey him. "Through the ages man had chosen the soft, clinging, pliable kittenish type, which made it easy for him to hold the place his superiority complex told him he should have. Men had twisted the views of the Founder of Christianity as Saint Paul had done, until the Christian religion had taught for long centuries of women's slavery that 'man was made for God's glory; but woman was made for the glory of man.'"

After all the "superiority complex" is by no means always on the masculine side of the house and quite as well so. Miss MacPhail seems herself an example. How superior she is in her own mind to all the mere men who sit beside her in the House of Commons. In her Toronto speech she might have added to her list of women's wrongs the fact that the women voters of Canada, who are the larger half of the voters, are almost wholly unrepresented in the House of Commons as well as in the Senate except by men. Would conditions be better if there were 125 women seated in the Commons, 50 in the Senate and half the Judges in all the courts of the land were women? Miss MacPhail's logic leads to that conclusion: Also a new Bible written by women will be required to be interpreted by women pastors and preachers. The world is not yet quite ready for all that.

Miss MacPhail's advent to Parliament is as yet only an experiment, not yet fairly tried out. We would like to see more women in Parliament, and especially married women who have had experiences of which "the first lady in the land" knows nothing. In the British Parliament the experiment is being tried under more favorable conditions with women, married and single, representing all parties. Conservatives, Liberal and Labor, with more promising results than have yet been realized in Canada.

An Ottawa correspondent writes that some one will tell the House of hundreds of thousands of unemployed in England, a vast area of vacant land in the Canadian West, and suggest that these be brought together—result wealth. He may not tell just where the land is or what would happen if we doubled the wheat production of the prairie country. Would not prices be cut so that the grain growers could hardly make a living. They say this year that they made barely the cost of production but no profit. We know what happened with over production of potatoes.

The prosperity boom has been so exploited by the Liberal press to glorification of the party in power that it looks like preparation for a general election. And Premier King's oracular deliverance about no election this year unless something happens should deceive nobody, although obviously intended to put the Opposition off their guard. Ten miles of new railway to connect the Georgetown and Murray Harbor branches, along with car ferry and other votes and re-votes are also catching of preparation for vote catching. Still we may accept these appropriations as a tardy recognition of our just claims, long overdue.

The Government of the Federated Malay States is now operating in railroads in the Malay Peninsula south of Siam.

Hornaby, England, claims the reading record of any city, its 87,659 inhabitants having borrowed 517,494 books from the library in the past year.

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.

EXTORTION

Sir,—There appears to be a pretty general inclination to "wink" at what the Bible says about extortion. Many act as if it is but a mild and pardonable offence that happened to be accidentally listed among the deadly sins. Many extort, and then flatter themselves that they are smart, shrewd business persons. They may even think that they are obeying the command to be "diligent in business."

Such persons make a terrible mistake. It is no mitigation of the crime, for the victim to be able to pay the demand or to be ignorant of the value of the article sold, or work done. I have gone into stores in this city and reluctantly paid the price asked, and, on going home and looking in the mail order catalogues, found that I had paid one third more than value! I have heard others speak of even a greater difference between the home prices and that of the mail order houses. It is hard to see how this is not extortion. A tradesman or mechanic does a job for a man. It proves unsatisfactory. He goes back to him again and again. He must have the job done right or his money is lost and he is grievously humiliated. What can you call the mechanic that piles on a bill every time he tinkers at the job?

We have honest and honorable merchants and tradesmen who will do everything that is right, but we have some of the "get rich quick" variety. These are the ones that "wink" at the terrible crime and they are the ones that cause so much money to be sent away. There should be a drastic law for such people.

I am sir, etc., A VICTIM

A SOUTHERN RAILWAY

Sir,—I notice a reference in your editorial page of Saturday, February 16th, to the building of branch lines in this province, and the specific case of the North Shore line is brought into prominence. I wish to point out that this is not the only portion of the province from which representations have been made to the Government for railroad connection, and in which there is a very urgent need of increased transportation facilities.

Over two years ago, meetings were held on the South side of the Island throughout the Section extending from Nine Mile Creek to Borden, and the question of a branch railroad was thoroughly discussed. At that time a committee representative of the section of country involved was appointed, and petitions were circulated in every school district interested. These petitions, largely signed, were forwarded to the Minister of Railways. The Federal representatives were notified, and a permanent transportation committee for the district was formed. A number of general meetings have since been held and the question of Railway communication is undoubtedly a very live issue among the farmers in this area.

I might point out that this section discussed this matter and made their representations before any action was taken by the people by the East or at the North Shore, unless we consider the rather absurd condition that took place some years ago, when it is stated the road would not be built there because every farmer wanted a station at his back door. As far as necessity is concerned I may say that the South side is probably more in need of a branch line than any other section of the Province. The stretch of country inter-

Continued on page 5

THE POET'S CORNER

IF THOU WILT EASE THINE HEART.

(From "Death's Jest-Book.") If thou wilt ease thine heart Of love and all its smart, Then sleep, dear, sleep; And not a sorrow Hang any tear on your eyelashes; Lie still and deep, Sad soul, until the sea-wave washes The rim of the sun to-morrow, In eastern sky.

But wilt thou cure thine heart Of love and all its smart, Then die, dear, die; 'Tis deeper, sweeter, Than on a rose-bank to lie dreaming, With folded eye; And there alone, amid the beaming, Of love's stars, thou'lt meet her In eastern sky. —Thos. L. Beddoes, (1803-1849).

Einstein And Relativity

(Specially written for The Guardian)

Of late much public interest has been aroused by the announcement of the formulation of a new theory by Professor Albert Einstein of Berlin. This hypothesis, which Einstein calls the Unitary Field Theory, brings about a unification of the laws of physics and celestial mechanics hitherto undreamed of.

Prof. Einstein did not arrive at this final, all embracing generalization at once. The special theory of Relativity was published in the year 1905, the General Theory of Relativity, in which gravitational fields were accounted for on the basis of purely space-time properties, appeared about the year 1915, and the crowning work of his genius, the Unitary Field Theory was given to the world in the closing days of January of this year. The present series of three articles is an attempt to give the reading public some idea of the scope and purport of Einstein's work.

THE SPECIAL THEORY OF RELATIVITY

Briefly, this theory concerns itself with the relations of the laws of nature to bodies moving in straight lines at uniform speeds relative to each other. It, and its implications, arise from the seeming paradox, which will now be discussed.

The velocity of light is some 180,000 miles per second, and it is the same no matter what the motion of the body it is referred to. Thus, suppose a train to be travelling very fast along a track. Then, no matter how fast the train may be travelling it has been found by experiment that the velocity of light relative to the train is just the same—180,000 miles per second, as it is to the track.

But the implications of this fact bring us into conflict with the notions previously held, that space and time are absolute things, and quite independent of each other, and also of the state of motion of bodies from which they are being measured. To show how this may arise, let us revert to our fast train, travelling along a straight track. Let us further suppose that there are two observers, Smith on the train, and Jones on the track, each equipped with appropriate instruments, so that they can observe flashes of light made at the front and rear ends of the train, and determine whether they are simultaneous or not. Then, just as Smith on the train is passing Jones on the track suppose that two flashes of lightning strike, one, the smokestack of the engine and the other the back platform of the last car. Jones, looking through his instrument, which, by an arrangement of mirrors enables him to see both ends of the train at once sees the two flashes at the same instant and pronounces them to be simultaneous. Smith looking through his instrument, also sees the two flashes. Will they appear simultaneous to him? Let us see. It will take a little time for the light from the front of the train to reach its mid point, where Smith is stationed. And during this short interval Smith will have moved a little ahead with the train—going to meet the light from the front flash, and riding on a little ahead of the light from the rear flash. In consequence he will see the light from the front flash first, then that from the rear, and will say that they are not simultaneous—that the front stroke of lightning occurred a little before the rear one.

WHICH IS AT REST?

Afterwards, when the two observers get together, they may, if they are not philosophical argue over the result. Jones may claim that, since he was standing on the surface of the earth, he was at rest, and only Smith on his train was in motion. But it may easily happen that the direction of travel of the train was such that, as seen from the sun, say, it appeared to be much more at rest, referred to that body than was the earth at the time of the observations. Indeed we cannot with truth speak of any body as being "at rest," all we can say is that it is at rest relatively to some other body. There is no state of absolute rest, or motion. But this is a point we will revert to later.

Events, then, which are considered to be simultaneous on the railway track, are not found to be so on the train and vice versa, or to put the matter more generally, when two bodies are in a state of motion, relative to each other, events which are judged to be simultaneous from one body, are judged not to be so from another. And these judgments are of equal validity.

THE BATES OF CLOCKS A further consequence of this is that times as judged from two bodies in relative motion are not the same. To Jones on the track Smith's clocks on the train will appear to run at a slower rate than his own. And Smith will judge the same about the clocks of Jones on the embankment—and both of them will be right. Further-

more, it may be demonstrated—we have not time to go into it here—that when two bodies are in motion relative to each other, an observer on one of them will judge lengths on the other in the direction of motion to be shorter than on his own system. Thus if two bodies are passing each other at a high and increasing velocity each as judged from the other becomes shorter as the speed gets greater—until, if they could reach the relative velocity of light, each would appear to observers on the other to have no length at all!

So, as the relative velocity increases, between two bodies, lengths grow shorter, and times grow longer on each as judged from the other, and mathematical formulae called "Lorentz Transformations" have been constructed, by the use of which given the relative velocity, it is possible to calculate just how much the foot rule shortens, and how much longer the second of time grows.

Two events to any observer, are separated by a distance which may be resolved into a time interval, and a space interval. A horse goes through the ice near Southport at noon, and a house takes fire at Brighton road at 4 p. m. The space interval between these two events is two miles and the time interval is four hours.

Suppose astronomers observe somewhere in outer space, two events—two flashes of light, say, which are judged to be 3 billion miles apart and separated by 4 hours in point of time as seen from the earth. As seen from some other star or planet moving at a suitable speed relative to the earth, these might be judged to be 4 billion miles apart and to happen, one of them three hours after the other.

From some other body they might be observed to have taken place at the same instant and to be 25 billion miles apart in space. And from still another they might be judged to happen at the same place, but one flash 25 hours after the other. All these judgments would be perfectly correct and valid. There would, however, be a space time interval between the two events which would be the same, no matter from what body they were viewed. This may be calculated mathematically. As we have seen above, depending on the state of motion of the body from which the events are viewed, the interval separating them may be wholly, or mainly time-like, or wholly, or mainly space like.

IS THERE AN "ETHER"?

Earlier in this article it was stated that there was no such thing as absolute rest. Before the advent of the relativity theory it was generally considered that space was filled with a substance called the "Ether," which was "at rest" and in which stars and planets performed their movements, much as fish swim about in the sea. Light and other forms of energy—such as "Radio," for example—were held to be transmitted by its agency in the form of waves. If there be such a medium, the earth must be moving through it, as it travels through space. But careful experiments with delicate apparatus have failed to disclose such motion through it, and even the most conservative scientists now have some doubts as to its existence. Such a unitive medium which is postulated to be at rest is inconsistent with the special theory of relativity which we have been discussing above and which—so far as it is capable of non-mathematical statement may now be enunciated thus: General laws of nature (including, as we have seen above, the law of the constant velocity of light) are the same for all bodies in uniform motion relative to each other, so that conditions arising under them may be arrived at by the appropriate mathematical formulae known as Lorentz Transformations or as Einstein expresses it "General laws of nature are co-variant with respect to Lorentz Transformations."

—H. M.

(The General Theory of Relativity will be dealt with in the next article which will appear in an early issue.)

THE LAND WE LOVE

By FRANK LEIGH

CANADA'S HYDRO POWER STATUE

Q. What is Canada's Hydro Power Statue? A. Canada's utilisation of power has increased 180 p. c. in the past 10 years and now stands second in the world in utilization of hydro power. The 5,000,000 h. p. in use, represents capital of over \$900,000,000, while undeveloped power wealth is conservatively estimated at 28,000,000 h. p. Only 15 p. c. of the estimated flow at maximum development is developed. Over a billion and a half is invested in electrical development, a sum that is being steadily added to.

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By James W. Barton, M.D.

That Body of Yours

BENDS IN LARGE INTESTINE.

I have spoken about the shape and position of the stomach and of how these affect digestion. The small, straight stomach emptying a little too soon, and the large "dropped" stomach keeping food too long in stomach.

Now just in the same manner, the large intestine which is carrying the wastes of the food, after all the good has been absorbed from the food in the small intestine, can have different position in the body. The large intestine starts at lower right side or the abdomen about where you've been taught is the position of the appendix.

It goes up the right side of the body to a point just under the lowest ribs. It then goes across the abdomen to the other side, about three inches above the navel and a little below the stomach. This is called the transverse part because it goes across. When it reaches the left side it runs straight down to a point on left side exactly opposite where it started on right side. It then makes a double or S curve before it reaches its end, a few inches from the outside of the body.

Now you can readily see that with all these curves that there must not be anything to interfere with free passage of waste material. However, sometimes these curves are unusually sharp, owing to the fact that the part of intestine which should go across from right to left side, hangs downward.

This means that the waste matter accumulates here and is a frequent cause of heaviness and headache.

Now good tight abdominal muscles will prevent this loop of intestine hanging down, and lying on back and raising legs to a right angle, with knees straight, a number of times daily, will tighten these muscles. If you are not well enough, or too old to take the exercise, an abdominal belt will help.

As you lie on the back, massaging the abdomen upwards from the right lower side, then across the abdomen, about three inches above navel, and then downwards on left side, will help to stimulate action of muscles of intestine and they will move the waste material along. This simple massage often makes drugs unnecessary.

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