

THE CHARLOTTETOWN GUARDIAN

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THURSDAY, JUNE 28, 1928

WHY DID THEY?

WHY did the United States build up a wall against your butter, your cream, your milk, your hay? asked the Hon. R. B. Bennett, addressing a meeting the other day at Laprairie. And he gave the answer, "It is because the Government of the United States believes that the farmers of the United States should grow the food for the people of the United States." And he added, the time has come when the Government of Canada must follow a similar course. There was a time when Canadian governments, Liberal and Conservative followed this policy, a policy laid down by Sir John A. Macdonald, and followed in practice though not in words, by Sir Wilfrid Laurier. And under this policy Canada began to prosper. Immigrants came in hundreds of thousands and remained with us. There was little emigration. The farmers prospered because the growing industrial centres provided a ready home market. Villages grew into cities, there was abundance of employment. It was only under the Aegis of the King Government that a blight fell upon Canadian industry, that emigration became so serious as to cause alarm. And this serious condition still exists, as shown by the continued exodus, by the failure of immigration and by the fact that the immigrants who come to us leave for the United States.

Some people will contend that there is really no difference between the fiscal policies of the Conservative and the Liberal parties, and that we are prosperous anyway. As to our prosperity, it is but a relative term. If we were as prosperous as we ought to be and as our resources and opportunities should enable us to be, our young people would not be obliged to go to the United States to find employment. That one fact alone is abundant proof that we are not as prosperous as we ought to be.

As to the policies of the respective parties, there is as much difference as there is between definiteness and indefiniteness. The Conservative party has, and always has had a definite policy of protection, adjustable to meet the demands of varying conditions, but never losing sight of the principle of protection for Canadian industries and agriculture. The so-called Liberal party has no policy for the simple reason that it is made up of some half dozen groups, each with a policy of its own. Composed as it is, it never can have a definite policy. What will suit the old time Liberals, which comprise the largest group, will not suit the Progressives. What will suit the Progressives will be poison to some or more of the other groups. This accounts for the vacillating, tinkering, make-shift policies the party is following. Its aim is not Canada for the Canadians, but everything for remaining in power.

The Conservative policy, enunciated by Sir John A. Macdonald and followed unwaveringly by the Conservative party, may be summed up in the present Conservative slogan, Canada for the Canadians. It means only protection high or low as necessity may demand, for Canadian workmen, whether on farms or in factories. On this policy only Canada must grow. Protection has made the United States the richest country in the world. Under it Canada, with far greater resources than the United States, will also grow. The present conglomerate system of government can lead us nowhere.

THE EMERGENCY.

It is gratifying to note that the Board of Trade has taken up the matter of the emergency brought about by the burning of the frost-way they should go, otherwise, when

proof warehouse on Railway Wharf. To the Board of Trade and its sister organizations we owe practically all that has come to us through the Government, and all will be glad to know that it has taken up in a practical way the necessity of proceeding at once with a new building.

Nothing could be more ridiculous than the idea that the projected auxiliary warehouse would be sufficient to meet the demands of the present season. Superintendent Grady made this very plain at the Board of Trade meeting on Tuesday night. No obstacle must be permitted to interfere with the building of a new warehouse, one equal in capacity to the one destroyed, in addition to the smaller auxiliary building which has already been contracted for.

There is already evidently a desire to explain why a new building will not be needed, and to apologize in advance for the government's neglect, if it does neglect. The most important matter this province has to face today is the safe shipment of our potato crop. The whole province depends upon this and the shipment depends very largely upon the shipping and storing facilities at Charlottetown. The Board of Trade will have the hearty support of the whole province in pressing, ceaselessly until it is assured, for a new and commodious frost-proof warehouse to take the place of the former building and also for the immediate construction of the one now under contract. Both will be needed.

A NECESSARY PRECAUTION

ALL will concur in the recommendation of the Coroner's Jury on the recent sad fatality at Southport. They recommended that the wharf which has already proved a death trap, be securely fenced off. Government officials usually move slowly, and it is quite within the possibilities that the federal department concerned may require a little speeding up if the proposed barricade is to be effective during the tourist season, which is now opening. In any case the coroner and the jury who made the recommendation should see to it that it be implemented at once.

EDITORIAL NOTES.

The dust nuisance is the next problem to be faced.

Dominion Day will be celebrated this year on Monday, July 2.

Happy school children! A whole summer of holidays before them; and the shores wide open!

Prince Edward Island appears to have a monopoly of the good weather. Many of our neighbors are complaining. There hasn't been a word of complaint heard here in the past two weeks.

There is a terrible howl over the man who gets drunk on government sale liquor in Ortario, but the man who gets drunk on bootleg whiskey in Prince Edward Island is a good prohibitionist.

The presidential nomination convention in the United States, like conventions in Canadian prohibition provinces, do not scruple about having something to take. Prohibition is only intended for others.

The children who steal flowers without any regard to the damage they do are not as young as they were many years ago. Some of them are old enough to qualify as thieves on a larger scale. This is the pity of it. We can teach children to respect other people's property but an old thief is beyond hope of reform. We should remember this, and train our young people in the way they should go, otherwise, when

Notes by the Way

WHAT the first automobile dates from 1894 is the common belief, and in Kokomo, Indiana, a tablet marks the spot where "America's first automobile, designed, invented and built by Elwood Haines, made its initial trip in 1894." But Philadelphia has put forward an earlier claim that it is the birthplace of the first automobile, and that the credit for the invention belongs to Oliver Evans. His machine, "Oructor Amphibolis," as he called it, was built in 1804 as a dredging machine, for the Board of Health of Philadelphia. It was a self-moving vehicle all right, operated by steam and could travel at a slow pace both on the land and on the water. Its utility rested on the fact that it was an automobile mud-digger and scow.

Evans applied to the Pennsylvania legislature for a patent on his invention, but failed to get it. He left on record his prediction that "the time will come when people will travel in stages moved by steam engines from one city to another, almost as fast as birds can fly, fifteen to twenty miles an hour." Not by steam alone, but by motor cars and aeroplanes, people in our days travel from city to city something faster than Evans predicted. This may be said of him that he proved himself to be a true prophet, and has also proved that he had in his inventive mind more than a century ago the germ of the great idea from which the automobile of today has been evolved.

Haines' motor car marks a notable era in that evolution. It was but 34 years ago that his car appeared upon the streets of Kokomo, and today the automotive industry represents an investment of fifteen billions of dollars and has placed upon the highways of the United States more than 22,000,000 motor vehicles. In every civilized country the motor car is now as familiar upon the roadways as the horse-drawn vehicle had been before, although the horse, noble creature that he is, has yet by no means been banished from the roads.

The Saint John doctors who were delegates to the annual meeting of the Canadian Medical Association in this city, have since their return home, been loud in praise of the reception and hospitality extended to them while in this Province. Says the Telegraph-Journal: "The Island people just simply opened up their hearts to the delegates and their wives," was the comment of one of the local doctors on his return to Saint John. All spoke heartily of the various receptions, entertainments, and the general manner in which the gigantic affair was carried out by the Charlottetown Medical Association, ably assisted by the Prince Edward Island Medical Association, who in turn had the cooperation of not only the wives of the Island physicians, but the ladies of Charlottetown in particular. "It was one of the best C. M. A. conventions ever held, which was largely due to the splendid arrangements made and the manner in which they were carried out."

Quite a remarkable assembly is the Baptist Alliance now in session in Toronto. The Alliance meets at intervals of five years, the last previous session having been held in Stockholm. In Toronto 700 delegates representing 65 nations and States are assembled. "Observer" in the Toronto Star, tells that in England Baptists have not been numerous and their not large numbers have been chiefly among the lowly, but they have given to the church that prince of dreamers, John Bunyan, the illustrious pioneer of modern missions, William Carey; two of the mightiest preachers of all time; Robert Hall and Charles Spurgeon, and one of the most fearless and untiring fighters for every unpopular good cause of our time, John Clifford. In America we have the stately name of Roger Williams, the great apostle of religious tolerance, who founded the State of Rhode Island, small, but ever illustrious, as embodying this principle in its constitution to an extent never before known. To that principle of tolerance, not always beloved of Christian churches, it is the glory of Baptists that they have ever been unwaveringly loyal.

When our Province obtained the Car Ferry, the standardization of the Railway all over the Island was immediately done. We had waited 40 years for the Ferry and have since waited 15 years more for the completion of standardization, yet Mr. Sinclair frames excuses for further delay and tells the Government that they are "not haled down" to take action at any particular time. In a word, why not continue the narrow gauge for fifty years to come? Why not Sinclairise it and make it permanent?

They grow up they will be no better than the old ones who now steal their neighbors' flowers.



By James W. Barton, M.D.

WHY SO MANY ABDOMINAL BELTS

It is but a few years back since doctors were advising women patients that corsets were a big mistake, as they limited the movement of the abdominal wall, pressed against all the abdominal organs and were one of the main causes of gallstones in women; women with gall stones outnumbering the men four to one. Indigestion, constipation, bilious attacks were all laid at the door of tight corsets, and to a considerable extent corsets were to blame. However came the event of the corsetless woman, or at least the wearing of a low corsetette, and no restriction of the upper abdominal organs at least.

Now did this free woman of her indigestion, constipation, and draggy feeling about the abdomen? In some cases it did because these women were either possessed of good abdominal muscles or set about developing them to such an extent that these muscles held the abdominal wall tight.

In the majority however little or no exercise was taken, and now we are finding many cases of distended stomach with intestine sagging downward, thus not only causing pain and back weakness, but severe constipation. Now if the corset causes trouble by its very tightness, and the absence of the corset causes trouble because of the "dropping" of stomach and intestine, what is a woman to do?

While exercise should be the first thought owing to the fact that Nature provided us generously with abdominal muscles that run across, up and down, and obliquely, nevertheless I recognize the fact that some women will be too old, some too weak, and some too indifferent to take this exercise, and that some "sensible" support is necessary for a time at least.

The number of abdominal belts now being manufactured and the variety of types would be astonishing if it were not that the need is so apparent.

There is the heavy massive type with steel supports, right down to the lightest material possible. The type that is supported by very light but strong pliable complete support allows the abdominal muscles to move freely, is one of the new kind that should prove effective.

For temporary use some of the cotton, silk, and elastic belts are light and effective. Permitting the lower part of belt to be pulled away from the abdomen because it is attached in some belts, is one of the faults in some belts. Some corsets have an inner portion that helps lift abdomen. Don't pull on a belt if you do not need it, but don't fail to put one on if your doctor orders it.

DAILY LESSONS IN ENGLISH

By W. L. Gordon

WORDS OFTEN MISUSED: Do not say "the suburb was annexed by the city." Say "annexed to the city." OFTEN MISPRONOUNCED: gas-tritis; i as in "ice," not as in "tree." OFTEN MISPELLED: exercise; is, not ize. SYNONYMS: false, fickle, faithless, unfaithful, untrue, capricious. WORD STUDY: "Use a word three times and it is yours." Let us increase our vocabulary by mastering one word each day. Today's word: CONTRAVENE; to obstruct the operation of. "Nature is always consistent, though she feigns to contravene her own laws."—Emerson.

Daily Selections FOR Guardian Readers

June 28, 1928

OUR SAFETY—The name of the Lord is a strong tower; the righteous runneth into it, and is safe.—Prov. 18:10.

PRAYER—"Rock of ages, cleft for me. Let me hide myself in Thee."

BIRCH TREE

What does the marks on the birch tree say? Script of black on the silver grey? Dashes and dots And queer little blots Scrawled in a whimsical fairy way. I think it's the secret poetry Of the tall white Dryad who lives in the tree; Short and long A strange little song, Verse like the wind and the water—"free."

She will publish it when the spring comes round, In a clean, green fluttering leaflet bound; A song you can hear If you have the ear, In the whispery, shivery, quivery sound.

—Abbie Farwell Brown, in "The Silvery Star."

That Body of Ours

"THE FUTURE OF CANADA"

BY HAROLD GOODWIN, KENSINGTON

Mr. Chairman, Ladies and Gentlemen:—

Judging from both the past and the present Canada's Future will be a prosperous one. Her influence and importance will be felt throughout the world, and she will be recognized not as merely a part of the Great British Empire, but as a great nation in herself. Truly has it been said of the Fathers of Confederation, "That they bulled better than they knew." By their incessant efforts and untiring energy they paved the path against all the abdominal organs and removed every thing that might tend to interfere with the development of a great Canada. So it is, gall stones outnumbering the men having profited by the example of their predecessors, are using this knowledge advantageously in the administration of good government. Guided by their wonderful commercial and financial genius they are building up our country upon the principles which are essential in the construction of a firm and indestructible foundation.

Canada has a British mother and possesses a wealth of tradition that helps to stimulate her importance. Her past has been a tale of discovery and adventure, of deeds of heroes, and of the suffering in many forms her people have borne by our pioneer ancestors.

Canada is rich both in industry and natural resources. Her most important industry is Agriculture, which is facilitated by the fertility of her soil and the abundance of her rainfall. The wheat of the Prairie Provinces is unsurpassed, the potatoes of the Maritimes are of great significance, while the apples of Nova Scotia famous. The stock and dairy products are of slightly minor importance. Next let us examine her forest wealth. Canada has the greatest lumber resources of any country in the world. She ranks first in the production of wood pulp. The Abitibi Paper Co. produces enough newsprint annually to make two billion newspapers. Again, let us consider Canada's mineral wealth. Quebec supplies more than 90% of the world's supply of Asbestos, while the Laurentian area, although very little of it has been developed, contains the greatest nickel and cobalt mines in the world. The railways have been constructed as to make further development possible, the available mineral wealth of this area will be almost inexhaustible. The gold of the Youkon and of the Porcupine Hills is well worthy of mention. Around Fort McMurray on the McKenzie River there are millions of tons of bitumen, while in the Northern part of the Great Plain the presence of extensive oil and gas fields is evident. A glance at the fisheries of our Dominion and we know that fishing industry on the Atlantic, the Pacific and on the Great Lakes is well developed, and is the most prosperous to be found with the possible exception of that North west of Europe. Besides these we must not forget that there are thousands of Lakes and rivers in Northern Canada that have scarcely been touched. A glimpse at her manufacture reveals the fact that Canada has made rapid strides in the output of: flour, lumber, pulp, wooden ware and dairy products. Quebec has the largest of the aluminum manufacturing while the city Ford in Ontario produces a large number of motor cars. Electrical power generated by waterfalls and rapids is speedily replacing steam power for running machinery. Canada has the 2nd greatest water power in the world. Niagara Falls are providing electricity to operate some of our largest factories. The Canadian Tariff protects the Canadian manufactures. At last I must speak of the fur trade. The value and quantity of Canadian furs is increasing year after year and I feel assured that fur farming will become a leading industry.

The maritime position of Canada helps to strengthen her great shipping trade which she carries on with Europe and with the South American Republic by means of the C. N. R. and C. P. R. lines of steamships. The mighty St. Lawrence and the Great Lakes are of great value to facilitate her commercial activity. Canada has a greater mileage of railways in proportion to her population than any other country in the world, having more than 35,000 miles of lines completed. Her roads also are valuable and in the past few years much attention has been paid to their improvement. A survey of the coast of Labrador, made either by the Canadian or Newfoundland Government would aid greatly in disclosing the enormous wealth in pulp, water power, and fur resources of that country. At Grand Falls alone are electric power resources of one million horse power. Canada, as I have already demonstrated is rich in material wealth, but her greatest asset is her people. These are loyal and energetic and are animated by a kindly esprit de corps which enabled them to overlook the deficiencies of their fellow citizens. They are descendants of the hardy pioneers, who, out of a wilderness developed a land of beauty and promise. From these worthy ancestors they have inherited their patriotic spirits and sentiments. Well indeed have they proved their loyalty during the Great War, 1914-1918, when thousands of our brave citizens died for Canada and the Empire. Canada's educational system enables even the poorest to get a valuable education. The various well conducted organizations are tending to unify her people and to consolidate them into a compact mass with a common aim, namely the benefit of Canada. Canada is growing day by day both in population and importance. The hospitality of her people is a valuable asset to the tourist industry, while her beautiful lakes and rivers, her wonderful mountain scenery her picturesque and historic cities would charm the eye of any lover of artistic landscape. Year after year more tourists

Modern Etiquette

By ROBERTA LEE

Q. Is there a set fee for the clergyman who officiates at a wedding? A. No, the groom gives according to his means. Q. When is the only time that society women should arrange their hair differently? A. When going riding. Q. Is it proper for the man who rises in a street car to give a woman his seat, to raise his hat? A. Yes, for otherwise it implies that the seat is offered reluctantly.

HOUSEHOLD SCRAP BOOK

By ROBERTA LEE

How to Make a China Cement

Stir freshly slaked lime into the white of an egg until it becomes the consistency of paste. Apply to the edges of broken china and let dry for at least three days. This cement can also be used on marble and glass.

Cleaning Aluminium

Apply a mixture of ammonia, borax and water with a soft cloth, wash in warm, soapy water, allow it to dry and then polish with whiting.

Canned Goods

Try using canned fruits for pies and pastry. They are quite as good, and sometimes better, than fresh fruit.

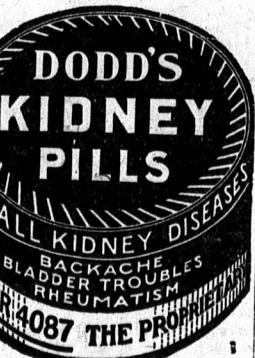
The Land We Love

By Frank Yeigh

The First Plow in Canada

Q. When and by whom was the first plow used in Canada? A. On April 28, 1628, the Sieur (gentleman) Couillard used the first plow in Canada. It was drawn by newly imported oxen, and the Indians thronged to look at the "Frenchman's Moose" working for him. Couillard had married Guillette, a daughter of Louis Herbert, the first man who came to Canada as a farmer—all the other first immigrants were soldiers, fur traders or missionaries. Herbert and Couillard seemed to have worked together, cultivating the land with spade and hoe till this first plow was used. Only the Indian crops were sown—corn, beans and squash, for exports said European grains, etc., would not grow in Canada; but in 1644, April 27, one of the Herbert-Couillard family tried the experiment of sowing the first wheat—and it grew.

are attracted by the magnetic influence of such scenery and no doubt the tourist industry will be a very lucrative one. The fact that Canada though so young is able to meet her annual expenses and pay off a large part of the debt incurred by the war signifies that, nothing but prosperity can crown the coming years. This is the wish, that this valuable friendship will remain unswayed, when as



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