

THE CHARLOTTETOWN GUARDIAN

6.00 per year (in advance) mailed in Canada and United States Morning Daily (founded 1827) 25.00 per year (in advance) delivered

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WEDNESDAY DECEMBER 12, 1928

ANXIOUS MOMENTS

THE hearts of the people throughout the British Empire were stirred by the bulletins which issued from the royal bedside yesterday morning. The condition of His Majesty had become more alarming and it was even feared that he might not live until the arrival of the Prince of Wales. Later in the day there was a more cheerful tone to the bulletins, and the Prince, who was not expected to arrive home until 9.20 this morning, reached London last evening. By his own request, wired en route from Cairo, there was no public demonstration. He was met by a few intimate friends and proceeded immediately to Buckingham Palace.

The Prince's journey home was a memorable one. The Governments of Italy, France and Switzerland offered every assistance in their power to speed his way to England. Special trains were placed at his disposal and the railway lines were cleared for an hour ahead of his train.

Out of the national anxiety there wells up a grateful appreciation of the friendliness and sympathy of the neighboring nations in placing their resources at the disposal of the Prince to speed him on his hurried journey. The incident foreshadows the long looked for era of universal peace, when nations shall beat their swords into ploughshares and their spears into pruning hooks.

Meanwhile his millions of subjects will pray that the more optimistic note in last night's bulletins will be maintained, and that the royal patient may recover.

"I am merely pointing out that under the circumstances we have no right to expect that the Federal Government will grant the request," Mr. Bell proceeded placidly. "The litigation in this Province amounts to less proportionately than it does in any other province, and the appeals from decisions are fewer. The conclusion that the Federal Government would come to would be that this fourth judge was not an urgent necessity. They will ask: 'What has this Judge got to do?' The proper course to pursue would be to lay a foundation for a claim by showing that there was some work for him to do, and this might be done by lifting the Probate Court up to the level and status of a branch of the Supreme Court, which could be easily done by an Act of this Legislature."

The fourth Judge, Mr. Bell, explained, would then have three distinct functions to perform: (1) He would perform the duties now exercised by the Judge of Probate; (2) he would be assistant Judge of the Supreme Court in case of over pressure of work or in case of sickness, and (3) he would perform the functions of a Judge of the Court of Appeal. In this way, Mr. Bell suggested cannily, "the Province would have a Supreme Court Judge, paid by the Federal Government, attending to the duties of the Probate Court, and the fees which now go into the pockets of the Judge of Probate would go into the exchequer of the Province."

THE CAR FERRY

IN a recent issue The Journal of Commerce says editorially: "A delegation from the 'Garden of the Gulf,' including Premier Saunders, federal members and senators has been in Ottawa this week. Among other local affairs, the submission and support of a recent resolution of the Associated Boards of Trade giving specific demands and aspirations of P. E. Islanders with regard to the proposed new car ferry will take first place.

"The people of the Island claim as their right, granted as one of the terms of their entrance into Confederation, as efficient communication facilities with the mainland as are practicable. Accommodation for tourist traffic and refrigerator cars on the new ferry are essentially practical demands which should not entail any great increase in cost either of construction or operation. The practical operation of the present ferry has suggested certain alterations in design of the boat which those in most intimate touch with the operation believe will make the ice resistance less formidable. These suggestions will be presented to the government for their serious consideration.

"Another recommendation of the Duncan Commission seems in fair way to become a fact."

EDITORIAL NOTES.

Christmas is now less than two weeks off. Are we ready for it?

Sleigh roads for Christmas are not so much in demand now that everyone has a car; and indeed many hope for bare roads all winter.

Everybody is being advised to do their shopping early and avoid the rush. Unfortunately the advice is intended for the other fellow.

The present winter has been exceptionally mild up till now, but this does not indicate that the remainder of the season will be as favorable, nor that the climate is changing. Prudence demands that we prepare for the worst, and if it does not come there will be all the more reason for thanksgiving.

Notes by the Way

HANSARD, the official report of the speeches in Parliament, as it is now known in England and Canada, derives its name from Thomas Curson Hansard, who in 1812 took over from William Cobbett the business of issuing at regular intervals a report of what the members said. So writes Mr. Hugh Martin in John O'London. But it was not until 17 years later—almost exactly a century ago—that the first issue appeared under the immortal title, "Hansard's Parliamentary Debates." The subscription was five guineas a year and the reporting pretty bad.

Hansard had been greatly improved before their days, but was still so unsatisfactory in the days of Gladstone that he would not permit a single volume of the trusted report to have a place in his library at Hawarden. And Disraeli is quoted as exclaiming, "Why, Hansard, instead of being the Delphi of Downing Street, is the Dunciad of politics." In later years Mr. Balfour talked about "the unfathomable bog of Hansard," and asked: "Is there any man whose tastes are so unnatural and debased that he would put his feet on the fender and take down a volume of Hansard for his recreation?"

Fifty years ago Mr. Speaker Brad gave as evidence on the subject before a select committee of Parliament his opinion "that any official report was to be deprecated, because it would bind Ministers down to authoritative statements that might afterwards be inconveniently quoted against them." The ex-Speaker, Lord Eversley, concurred in this view.

Old Parliamentarians in Canada will remember that when the First Dominion Parliament assembled at Ottawa in November 1867 there was no Canadian Hansard and there was a considerable difference of opinion as to its desirability. There is little difference of opinion as to the need of an official record now. But time have changed greatly since then. In 1867 only a scrap-book record was made up of clippings from reports that had been clipped from leading Government and Opposition journals. And at that time there were only one or two short-hand reporters in the Press Gallery.

There is, however, a formidable consensus of opinion among newspaper men that there is a mass of useless rubbish in the Canadian Hansard of today, notwithstanding the reduced limit of the length of speeches. The bulk and the cost of Hansard should be much further cut down, while preserving what is really valuable as a historic record.

That the Canadian National will expend \$50,000,000 in the Maritimes next year, a sum equal to \$50 per head of the population, is the statement credited to Mr. W. G. Appleton, General Manager of the Maritime region. If one asks, for what purposes? the answer is given by Mr. Appleton. The railway is buying nearly 93,000 tons of steel from the Sydney Steel works, besides large purchases from the car company at Trenton and the car plant at Amherst. Well it is better to purchase steel and rolling stock in Canada than in the United States when they are needed and coal also, for which the C. N. P. has been paying millions yearly. It is worthy of note that among all the purchases of steel, cars and other articles to cost so many millions, no mention is made of widening the gauge of the Murray Harbor Railway and providing standard-gauge rolling stock for it for which we have waited so long.

Premier Saunders and his co-delegates to the conference at Ottawa failed to meet Hon. Mr. Robb, the Finance Minister, and consequently the matter of further subsidy for this Province, an affair of much interest and consequence just now, not only to the Government but to the people here is held over for a later conference. Mr. Robb was away from Ottawa when our Premier reached that blissful spot. It seems not to have occurred to Mr. Saunders or any of his associates to arrange an appointment with Mr. Robb before they left home, and when they arrived at the capital the only Minister who could discuss financial affairs with them was in British Columbia, and was there on a fruitless, and disappointing mission. His candidate in a by-election was defeated. Presumably Mr. Saunders was sorry not to have met Mr. Robb, but whether Mr. Robb was sorry not to have met Mr. Saunders and the delegation is an unsolved problem.

The Prince of Wales is hastening homeward and is expected to reach London at noon today. It is for him a sad and anxious home coming, but, while our beloved King is extremely ill, all hope of his recovery has not been quite abandoned. King Hezekiah of old was very ill, when 15 years was mercifully added to his life. And here in Canada in 1870, Sir John Macdonald was apparently as near for a like period.



By James W. Barton, M.D.

That Body of Ours

SUGAR SAVING LIVES

Sandow, the strong man, had a habit of eating taffy a few minutes before he went on the stage to do his "strong man" act. Football players during rest periods are often supplied with molasses taffy, chocolate bars, or other forms of candy. Many swimmers before entering distance swims in cold water have a habit of eating candy.

What is there about sugar that makes it such a valuable food? It is the speed or short time that is required to have it available in the blood.

However there are some ailments in which sugar cannot be eaten, because the sugar causes gas in stomach or intestine, cases where it would cause nausea and vomiting; other cases in which the patient is unconscious and so cannot avail himself of this valuable food.

And this food is so valuable and physicians so anxious to get it into the patient's blood that they are now injecting a sugar solution directly into the muscles.

Sugar is not only valuable in itself as a food, but it is necessary also for breaking up fat, and thus making fat also available for the needs of the body. Fat next to sugar is the principal source of energy for the body.

Dr. Jerome Glaser, Chicago, who has done considerable work with this method, reports his own and other cases of pneumonia and broncho-pneumonia in which the injection of sugar so enriched the blood that the heart, which after all is only muscle, was immediately strengthened and able to carry the patient past the crisis.

Your doctor will tell you that it is not usually flu broncho-pneumonia, or pneumonia, that causes death, but that the heart simply gets "tired out" trying to "pump" blood through congested areas.

It is comforting to know that this new and safe method of increasing the blood sugar is now known and available.

It means the saving of many lives where other methods of feeding are impossible, and other heart stimulants have been unavailing.

Remember also that sugar is a good cheap food.

Daily Selections for Guardian Readers

December 12, 1928

TRIUMPH THROUGH TRAVAIL—He shall see of the travail of his soul, and shall be satisfied: by his knowledge shall my righteous servant justify many; for he shall bear their iniquities.—Isa. 53:11.

PRAYER—Thanks be to God, who giveth us the victory through our Lord Jesus Christ.

LINES ON RECEIVING AN X-RAY PHOTOGRAPH

The Saturday Review of Literature of New York recently offered a prize for the best poem on "Receiving an X-Ray Photograph of Him- (or Her-) self." Here is the winning entry—

"Hail to thee, marvel of science, 'Gie to malevolent mysteries! Brooding, I strive to unriddle vague, enigmatic penumbras Merged with the shadowy fronds draping my skeletal structure; What do they adumbrate? Do they interpret the pain, tentative, teasing my vitals? Can they spell cauliflower spleen, or carbon around the appendix? Have I a spine that is warped, or a recreant, wandering kidney, Loosed from its moorings?"

"What of that sinister, stigma, north of the iliac fossa? Wen on the liver, perchance, or endocrine fossilization? Why do the polka-dots flock here in the gall-bladder's diocese? Can they be calculi? 'Ah, let me rather believe surgical findings are negative; Blame intercostal neuralgia, heart-burn and dour acidosis! These my beneficent viscera harbor no growth deleterious Doubts repudiate! 'Nay, I know naught till the surgeon's message my faith, like an oracle; Sibylline, he must prognosticate, fathom, decode and decipher; If, coming serlike my innards, dire operation he prophesy— Me for the Almshouse!"

—Corinne R. Swain.

Daily Lessons in English

WORDS OFTEN MISUSED: Do not say, "Mary's rendition of the music was beautiful." Say "rendering."

OFTEN MISPRONOUNCED: foliage, Pronounce fo-li-aj, not fo-lij.

OFTEN MISSPELLED: aggregate; three f's.

SYNONYMS: declaration, proclamation, announcement, avowal.

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: RELUCTANTLY; unwillingly "He reluctantly admitted it."

the gate of death as King George has yet been, and yet, as in the case of Hezekiah, his life was prolonged

THE WORLD ELSEWHERE

A LITTLE KNOWN INDUSTRY

Historics

Away on King, Flinders, and some of the other smaller islands in Bass Strait—says Chambers's Journal the storm swept and lonely stretch of water that separates Tasmania from the mainland of Australia—a little known but exceedingly valuable industry is carried on by the inhabitants, many of whom are the descendants of the sealers and the whalers who made these islands their head quarters upwards of a century ago. This industry is "mutton-birding." In reality the Bass Straits mutton bird is the Short-tailed Shearwater, a petrel known to scientists as Puffinus Teniurstris. It is about the size of a wild duck, sooty black in colour, and in flight is one of the most graceful and swiftest of sea birds. It feeds when flying and skimming the ocean, where it obtains a minute surface fish called "whale-food," and also a certain amount of drifting ocean vegetation.

Lieutenant Flinders, the early Australian explorer gives an interesting account of a flight of mutton-birds in his Memoirs "There was a stream of about fifty to eighty birds in length, and of three hundred yards or more in breadth. The birds were not scattered, but flying as compactly as a full movement of their wings would allow, and during a full hour and a half this stream of petrels continued to pass without interruption at a rate a little inferior to the pigeon. On lowest computation, I think the number could not have been less than a hundred millions."

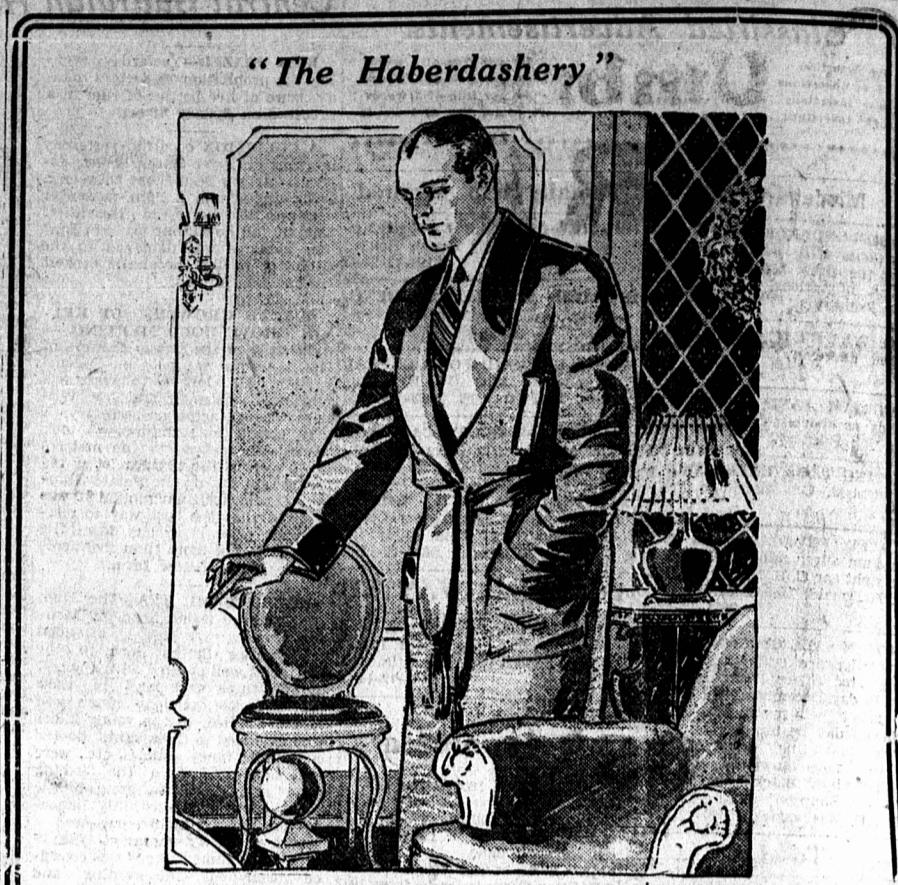
The breeding rookeries of the mutton-bird are mostly situated out on these barren, sandy islands. In September it arrives to scratch out its nest in the sand-dunes, and then it again returns with clockwork precision on the 24th or 25th of November to lay its single egg. The young bird is born early in January, the parents taking turns to hatch it out and to guard it when young. Which-ever bird is off duty flies out to sea to garner in a supply of food, carrying it home in its gullet for the helpless squab.

In March the "mutton-birders" invade the rookeries, and make preparations for the capture of the young birds. With bags slung around their shoulders, or with portable racks made of wood, they proceed to the bird's nests, which resemble rabbit-burrows tunnelled in the sand-dunes. Kneeling down, and thrusting their hands into the burrows, they pull out the squabs, whose necks they ring. This goes on until each man has captured as many birds as he can carry. At such times the parent birds, greatly perturbed, fly round in clouds, uttering wild cries and vainly endeavouring to beat of the despoilers of their nests. The "mutton-birders do not always get of scathless when on these expeditions, for snakes often take up their residence in the nests, after having either eaten or ejected their former occupants. So instead of capturing a squab the startled "mutton-bird" not infrequently pulls out a likewise startled snake. Men engaged at this work occasionally get bitten by these reptiles all of which belong to a very deadly species.

The birds are taken to the small local factories, where they are plucked of feathers, scaled split down the breast, and cleaned. They are then salted down in casks containing approximately five hundred. When packed in this manner they keep sound for an indefinite period. The salted birds are used in great quantities in Tasmania, while a large export trade is done with the mainland of Australia, and with New Zealand. Although the industry is only a localised one, it is exceedingly valuable for birds to the tune of many thousands of pounds sterling are sold every year. A rare oil is also obtained from the mutton-birds threatened in the factories. This is collected and sold to chemists in Australia, who find it equal, if not superior, to cod-liver oil. It is largely used in the treatment of pulmonary and wasting diseases, and in addition is employed widely for external applications.

Two years ago the "mutton-birders" out in the Strait Islands fared very badly, and the season was said to be the worst on record. When the rookeries were visited in March, thousands of squabs were found dead in their nests, while many others were seen to be dying of starvation. Local experts seemed to think that the recent scarcity of "whale-food" in the sea around Tasmania was in a large measure responsible for the failure of the mutton-bird harvest.

The taste for mutton-birds is acquired only slowly. In fact some people never acquire it. The flavour of the mutton-bird is composite, reminding one of a sort of mixture of fish, meat, and duck, the whole liberally soaked in oil. Appreciation of this marine delicacy depends upon the mode of its preparation and cooking. To get rid of the salt with which their flesh is impregnated the birds have to be soaked in water for several hours before they are parboiled and fried. As this opera-



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