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TUESDAY, JULY 16, 1929

THE PROVINCIAL EXHIBITION

The date set for the opening of the Provincial Exhibition, August 19th—is now approaching and exhibitors and the general public are looking forward to this event with great interest. The directors are sparing no efforts to make this year's exhibition even more successful than that of last year. In addition to the improvements made to grounds and buildings last year, about $3,000 is being expended this year for new toilets and water supply; $2,250 for a new poultry building, about $1,000 for a cattle washing barn, in the upper part of which is a sleeping room for stock attendants; while repairs and other improvements will run to over $2,000. There will also be a greatly enlarged programme of special features between the races, and the exhibits in every department are expected to be well up to the highest standard of Maritime exhibition The president, secretary and board of directors, actuated only by the desire to make the exhibition worthy of the Province, are giving their valable services free of charge. They confidently expect that the public will stand behind them and give the exhibition their fullest patronage and support. The very large attendance at last year's exhibition was found to be of great benefit to the city and province. Many of the visitors were from abroad, and the success achieved added much in the way of desirable publicity to the reputation of the Province.

The exhibition this year, which will continue for five days, should be made the occasion of general holidaying and recreation. To our hard-working farmers and business men the event will provide an excellent opportunity of combining pleasure with profitable instruction, renewing old friendships, meeting and consulting with others having mutual interests. In other Provinces, the annual exhibitions have been made the great feature of the year.

We, as an agricultural Province have much to gain by developing the educational and advertising possibilities afforded by our provincial fair. It should therefore be a duty as well as a pleasure to participate in the coming exhibition, either as an exhibitor or a spectator, and help make it the greatest success in the history of the Association.

MARITIME UNION AGAIN

The Manitoba Free Press, in a recent editorial which is reprinted in today's issue, discusses The Guardian's attitude on Maritime Union and advances arguments to show why such a union would be advantageous to the provinces chiefly concerned. The viewpoint of the Free Press is put forward with courtesy and fairness, and is doubtless typical of the opinions held by many people in Western and Central Canada. That it is not the opinion of the great majority of thinking people in the Maritimes, however, is surely evidence of the existence of objections which, however unreasonable they might seem to our friendly neighbors in Manitoba or Ontario, it would be unwise to ignore. Barkis must be willin'. Political unions, like wedlock, require the free consent of the principal parties, and the advocates of Maritime Union have so far made little progress in this important respect. It is significant, too, that in the recommendations of the Royal Commission under Sir Andrew Rae Duncan which inquired fully into the conditions and disabilities of the Maritimes there was no suggestion of any advantages that might accrue from a political union. The suggestion has largely come from people outside the Maritimes, and the argument is based invariably on the commercial and industrial advantages that result from co-operation. There is, however, a vast difference between co-operation for business purposes and a political merger which would mean the scrapping of provincial autonomous rights enjoyed through generations.

The industrial advantages held out through such a merger, as we know by experience since joining Confederation, are by no means assured. Capital and industry are already as free to move between the Maritime Provinces as if they were under one administration. Political union would not increase the representation of the Maritime Provinces in the Federal Parliament nor would it solve the difficulties, which, with all due respects to the opinion of the Manitoba Free Press, have resulted very largely from failure of the Dominion Government to carry out the specific terms under which these Provinces were induced to enter Confederation.

The cases of Great Britain and Japan are cited by the Free Press as examples of the fact that geographical restrictions are not necessarily insuperable handicaps. These instances would serve equally to show the irrelevancy of political union to the question of economic progress in the Maritimes. An even better example is that of Rhode Island. With an area of 1,000 square miles as against 2,184 of Prince Edward Island, this State has succeeded in retaining its identity and has forged ahead in progress and population, having now 600,000 to Prince Edward Island's 88,615.

The Free Press suggests that the United States tariff was the chief cause of the failure of the Maritime Provinces to prosper under Confederation. This statement, so far at any rate as Prince Edward Island is concerned, is wide of the mark. Our situation was well explained by the Hon. J. D. Stewart in the brief which he presented to the Duncan Commission on behalf of this Province. Before Confederation we were an independent self governing Colony, mistress of our own destiny, with established and developed channels of trade well suited to our peculiar position and conditions. Local industries had been founded and had grown to supply the growing needs of the agricultural population; population was increasing and the Colony, industrially and commercially, was becoming a balanced, self-sufficient community. The effect of Confederation was to destroy or divert the settled channels of trade from established markets to new or potential markets in other parts of Canada. And the success of this change depended upon the provision of proper and adequate transportation facilities which had been guaranteed by the Dominion Government at Confederation but which were never carried out.

Again, while we were a self govern Colony, by our tariff we were able to protect our manufacturing industries and they grew accordingly. With the removal of the tariff, the mass production of the great central Provinces killed our modest, industrial concerns and depleted our population. This process of centralization of wealth and industry outside the Province has gone on ever since Confederation, and it will not be checked or reversed by discarding what remains of our rights as an autonomous province and embracing once more the hazardous expedient of political union.

Notes By The Way

Continued dry weather in the Canadian West is stated in press despatches as likely to shorten the wheat harvest this year to 65 per cent of that produced in recent years. While this is regrettable, it is not a remarkable occurrence. Unfavorable weather conditions during the planting, growing, or harvesting seasons are matters which the grain-growers in many lands realize are among the risks they must sometimes encounter and Canada has as much favorable weather as any other country that produces grain on an extensive scale.

This year a number of the wheat producing lands are suffering as Canada is, and from a like cause, but the diminished crop is likely to bring an advanced price per bushel which will go far toward balancing the account between favorable and unfavorable seasons. Quite possibly the net loss to the growers will be negligible or nil.

Miss Marshal Saunders, author of "Beautiful Joe," has achieved distinction among maritime writers of note. She was born in Queens County Nova Scotia and now resides in Toronto. Recently she visited her native Province and on her return she passed through Saint John. The The Telegraph-Journal notes the fact that "Beautiful Joe" proved to be a best seller and topped the million mark in its sales.

Miss Saunders strongly recommends the turning out of stories having as their plots, their background, thier principles and their heroes in the early days in New Brunswick, Nova Scotia and Prince Edward Island, and those gallant forefathers who hewed their homes in the forest, built their thriving communities and relief on their hunting and fishing as their chief means of livelihood.

Stories such as these would be based on conversations with the older residents, who love to spin their old-time yarns which would be eagerly read by the people of today, said Miss Saunders and would prove a splendid opportunity of advertising the scenic richness and lure of the Maritimes to the rest of the continent. The idea is a good one and we hope it may be carried out. There is a rich fund of stories here to be exploited that have not yet been printed. Some of them would be as humorous as those told by Sam Slick eighty years ago which gave him the reputation of being the greatest of the pioneer humorists on the American continent.

Increasing population is usually counted as evidence of progress and prosperity. But the question is raised whether the people of one of the big Canadian cities of today are any happier than the previous generation of citizens that inhabited a city of half its present size. Would the ten millions who now inhabit Canada enjoy more happiness than they do now if their number were increased to fifteen millions? Presumably they would not. Charlottetown has grown but slowly in population, but its equipment of smooth streets, excellent sidewalks and comfortable homes make it a much more desirable city to live in than it was thirty years ago and doubtless they are also happier than were their predecessors in citizenship. And as the boys say, "What's the odds so long as you're happy?"

Our good crops are growing even while we sleep, which is a source of pleasure and satisfaction to all. We ought to be, and doubtless are, as happy a community as can be found anywhere in the broad Dominion. Very much of all this we owe to the progenitors of the present generation, who were honest, industrious, God-fearing folk who filled the land with churches and schools and who taught their children to "fear God and honor the King."

Our tourist visitors, notably those of the Women's Press Association, have taken note of the fact that we have here a native population of real intelligence and worth, standing by itself and unique, that need not fear a comparison with any community of equal members in the continent of America.

A serious outbreak of rabies in Montreal, threatening to become epidemic there should arouse the watchful attention of the authorities in the Atlantic Provinces. The tourist season during the midsummer months greatly increases travel between the Central Provinces and those on the Eastern shore, and the same is true in regard to travel to and from the United States. At such times not a few of our visitors desire to bring a dog with them and will do so if not prevented. This Province must be maintained as a 'disease free area" so far as rabies is concerned. We have more reason perhaps than any other of the Maritimes to be on our guard, from the fact that we have more foxes, never yet affected by hydrophobia, but in danger of infection should that dreadful malady by any means be brought hither.

War threatens between Russia and China because of the seizure by the Chinese of a Russian railway within the borders of China. The governments in both those vast countries are so unstable as to greatly increase the danger of a rupture, while at the same time likely to prevent effective measures for settlement by peaceful arbitratio

That Body of Yours

By James W. Barton, M.D.

HOME TREATMENT FOR APPENDICITIS DANGEROUS

I wrote once before about Tex Richard, and how delay in operating for appendicitis means death in so many cases.

No one should die if the disease is recognized soon enough, and operation performed immediately.

This doesn't mean that every case of appendicitis should undergo operation, but it does mean that patient and his family should put themselves fully in the hands of the family doctor and the surgeon, and if operation is advised, that there is no delay, no questioning about it I have spoken before about dangerous mistakes that is made by giving castor oil or other purgatives to a patient with appendix symptoms.

Another mistake is taking drugs such as morphine or pain killers where there are appendix symptoms.

Your doctor will tell you that this relieves the pain and takes some of the stiffness or rigidity out of the abdominal wall over the appendix

Now it is this pain and this rigidity that tell the exact condition of things to the doctor, and if they are interfered with by the drug than the condition can be growing worse all the time and the doctor will not be able to recognize it.

Another mistake that has been made at times is the use of the ice bag over the appendix during an attack.

After the ice bag has been used for a few hours it likewise takes the stiffness or rigidity out of the abdominal wall and the doctor can be mislead as to the severity of the condition.

As mentioned once before, when you have an attack of appendictis Nature attempts to "wall off" the appendix from injury, to make a sort of "splint" about it, by stiffening the abdominal wall over the appendix. this wall is, as the doctor taps or presses against it with his fingers, the more severe is the inflammation underneath. Hence the big mistake of using drugs or an ice bag to "soften" the wall and mislead the doctor.

As you know in most cases abdominal pain is due to distension from gas, and simple home remedies are usually all that is necessary.

However, in a case of abdominal pain that persists, don't take any chances but see your physician. Let him take the responsibility; that is his work.

The Poets' Corner

FROM "ANGELS AND EARTHLY CREATURES: A SEQUENCE"

O love, how utterly am I bereaved
By Time, who sucks the honey of our days,
Sets sickle to our Aprils and betrays
To killing winter all the sun achieved!
Our parted spirits are perplexed and grieved
Severed by cold, and change that never stays;
And what the clock, and what the season says
Is rumor neither valued nor believed.

Thus absence chills us to apparent death
And withers up our virtues, but together
We grow beyond vagaries of the weather
And make a summer of our mingled breath
Wherein we flourish, and forget to know
We must lie murdered by predestined snow.

—Elinor Wylie in The New Republic

Sweden's industrial production is increasing.

British railways killed 460 persons last year, 25 more than in 1927.

Curityba, Brazil, will spend $1.500-000 for municipal improvement.

Antarctic Exploration

(The Gazette, Montreal.)

Slowly the geography of the Antarctic region is emerging from the mists of the ages. The official report of Commander Richard E. Byrd to the American Secretary of the Navy states that the aviation expedition heading into the southern frozen wastes has discovered at least twenty thousand square miles of hitherto unknown Antarctic areas, including several ranges of mountains, situated beyond the Ross Ice Barrier in what is now entitled the Mary Byrd Land, and claimed in behalf of the United States. Judging from the account given, the southeasterly region thus mapped out contains snow-clad hill-peaks ranging anywhere from five hundred to five thousand feet altitude, and a vast land lies east of the 150th meridian, which it is the intention of these voyageurs to explore next summer. In spite, therefore, of the snow blanket, the immense ice ridges and mirage effects, it would seem ascertained that the great southern polar continent, which for some four centuries has conjecturally figured in the cartographers' sketches, is a reality. Curiously enough, it was this invented map which, appearing in such publications as "Purchas's Pilgrims," at a time when the Atlantic was called the "dark sea," and long before men knew aught of the terrain beyond the Southern Cross, that piqued the curiosity of adventurous spirits. Quaintly the philosophers of the sixteenth and seventeenth centuries argued that there must be a vast continent at the antipodes to counter-balance the mass of land in the north; for otherwise, they maintained, the inequality of weight would cause the earth to rotate in the opposite direction. We smile at such naive conjectures. Yet the practical result has been a record of expeditionary research which in 1901 contained 878 references, and compares favorably with the exploration work done in the North Polar region. The veil of mystery has been lifted from the old-time "terra australis nondum cognita" which Ortelius boldly sketched as far back as the year 1570.

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.

OPEN DISMISSALS

Dear Sir,—I wish to call your attention to an instance that happened in St. Nicholas a few days ago.

The facts are as follows:—The railway were ballastig the track from St. Nicholas to Miscouche, they started about the 24th of June unloading gravel, etc., forty men were on the job, among these forty men there were five Conservatives from St. Nicholas who went on the job on the 24th of June, they worked until 4th of July when they were dismissed and replaced by five Liberals from the same locality. It appears that the Liberals in that locality were complaing that Conservatives were employed on the job. On the evening of July 3rd., Mr. A. E. MacLean our worthy member accompanied by Mr. McLeod the track master, proceeded to St. Nicholas by automobile and as Mr. McLean is not very familiar with that part of the country he had to call at different houses to enquire where the road master, under our Provincial Roads and not Federal Railway lived. He seemed very anxious in his enquiries to find the roadmaster and after an interview with the road master, the following day, the five Conservatives were dismissed and replaced with five Liberals.

Yet there are those who would have us believe that the Federal members do not interfere with the railway management.

I Am Sir.,etc
PRINCE COUNTY

THE LAND WE LOVE

BY FRANK YEIGH

CANADA'S CHIEF PRODUCTIONS

Q. What are some of Canada's Chief Productions?

A. Some of Canada's chief productions are as follows, for the year 1927, on the basis of gross production value.

Vegetables Products	$712,700,080.
Animal Products	457,716,038.
Textile and textile prod.	382,007,457
Wood and paper prod.	629,567,156.
Iron and its products	525, 921,839
Non- ferrous met, prod.	200, 369,961
Non-Met. Min. Prod.	175,746,065
Chem. and Chem. Prod.	1,227,484,673
Miscelleaneous Inds.	79,166,705
Central Elec. stations	134,818,567

A STIRRING CHRONICLE

The definite demarcation of this "fictitious coastline" is a stirring chronicle, and includes the valorous essay of Spanish, British, French and American adventurers by turn: some in search of whale oil, others prompted by curiosity, still others bent upon scientific research, but all contributing to the net result. To Amerigo Vespucci goes the credit of having first "burst into that silent sea." This was in 1502, when he reached 52 degrees south, and boasted of being "first since Adam to view the constellation of the Southern Cross." Eighteen years afterwards, Magellan announced his intention of getting to the Antarctic "if compelled to eat the hides which were on the yards. He sighted Terra Del Fuego. In 1577 Sir Francis Drake came to the "uttermost part of land nearest the South Pole," a manifest error in calculation; for nearly two centuries later, in 1771, both Marion and Keguelen "raised" a larger land mass farther south, and Captain Cook, in 1772, succeeded in crossing the Antarctic Circle for the first time. Bellhausen discovered land within the Antarctic in 1819, and by 1840 there were no fewer than four hundred British and American vessels engaged in exploration. The Enderby firm instructed their ship commanders never to lose an opportunity of discovery. To this circumstance is due the daring of men like Biscoe, Balleny and, especially, James Weddell, with whom rests the honor of having achieved the highest southern latitude, in 1838, resulting in the discovery of Graham Land, Balleny Islands, Kemp Land, Enderby Land and Sabrina Land. And the same year the United States despatched the first exploring expedition to the Antarctic for scientific purposes, the flotilla being two sloops of war, "Vincennes" and "Peacock," one storeship, "Porpoise," and two tenders, "Seagull" and "Flying Fish." The squadron returned in June, 1842. Meantime, the British vessels "Erebus" and "Terror," under command of Sir James Ross, started from Chatham in 1839, and forging their way through the ice-packs, discovered the Great Ice Barrier and Mountain Range of Victoria Land. That remarkable adventure deserves to be coupled with the voyage of the "Challenger" in 1874, and the heroic expedition of the "Discovery" in 1899, under command of Captain Scott. Together they form an amazing record of daring, endurance under greatest hardships and sacrifice for the spread of scientific knowledge. And the up-to-date adventure of Commander Byrd by airplane survey of the vast Antarctic wilderness adds another example of courageous effort, thrilling to read as it is creditable to the intrepid voyageurs facing the rigors of an unknown frozen continent.

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