

THE CHARLOTTETOWN GUARDIAN

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64.50 per year (in advance) mailed in Canada and United States Morning Daily (founded 1887) \$5.00 per year (in advance) delivered

MONDAY, AUGUST 12, 1929

ASSURING THE QUALITY

Far seeing farmers and shippers will be gratified to know that compulsory inspection of table stock potatoes has now been made the law of the Province. This action has been advocated for some time, and has been recommended strongly by the Federal Department of Agriculture. Our shippers and farmers also have recognized the necessity for it, as it is now known that nothing but the best has any chance in any market. A striking evidence of this was called to the Guardian's attention the other day through a letter received from a former Islander, now a retail grocer in a town in the Province of Alberta. This gentleman, knowing the quality of Prince Edward Island potatoes, and also fully aware of the inferior quality of potatoes offered in his community, asked a friend of his in Charlottetown to send him a carload of our best potatoes. In compliance with his request a carload of Blue Mountains was forwarded. Later advice disclosed the fact that the Prince Edward Island carload, which was done up in ten pound packages, commanded immediate sale at a sufficiently high price to overcome the freight handicap on the long haul. The town in which this carload was sold is a small one, and one of many throughout the Province, in all of which it may be assumed that a similar demand exists for quality product.

Another example of the continuous demand for Prince Edward Island potatoes is the fact that last week a shipment of last year's potatoes left the Province in competition with new potatoes in some of our Canadian markets. The Island product was still in good condition. The fact that all potatoes henceforth leaving the Province will be rigidly inspected will undoubtedly increase the demand and enhance the reputation of the local product, and this should encourage our farmers to pay the strictest attention to the growing and harvesting of their potatoes.

What is true of our potato crop is true of other marketable products. Rigid inspection of every pound of foodstuffs exported will ensure a continued demand, irrespective of supply from other sources.

EVIL NOT UNIVERSAL

In the discussion of the effect of a small wheat crop on business, says the Financial Post, commercial interests concerned with Western Canada should not overlook the fact that conditions vary in different districts. Failures are not universal. Even in years generally good, there are districts which are sorely afflicted. In this year of a generally bad crop, there are districts which will harvest good crops. Unfortunately, there do not appear to be many areas where the outlook is at all promising.

With the probability that only 150,000,000 bushels of wheat will be available for export this year, the question as to effect on various grain ports is important. For William and Port Arthur will take a strong bid for the bulk of the business and in view of the mountain haul and the longer water haul it is likely that Vancouver will find its volume of grain business very materially reduced this year. And if, as is hoped, the grade of wheat is better than that of the last year, the grade of flour which will be manufactured from it will be better than average, with the result that the Oriental trade, an important factor in the last crop year, will be less in the next year. The big crop of low-grade wheat was the most important recent factor in promoting exports of flour to the Orient.

There are probabilities which should not be overlooked in considering the effects of existing conditions on Canadian export trade in wheat.

TIMELY CAUTION

"No matter how good a swimmer may be, strong undertows or offshore currents know no favorites," says the health commissioner of New York in a warning to beach bathers. He adds: "Don't swim on a full stomach; don't seek too much of a tan at once; don't swim when over-tired; don't swim alone. Unfortunately," he added, "too many think these simple rules do not apply to them. From their ranks come most of the casualties."

SEEN FROM THE EAST

A visitor from Arabia, at present in Montreal, has given to the press his impressions of western civilization. These impressions hardly bear out the popular idea that our modern methods of travel and communication are the envy and admiration of benighted Orientals. "The hurry and rush of this country seems unbroken from one end of a citizen's life to the other," says this visitor from the Near East. "I could understand that they would be active during the business day, for they are great business men and spend their energies extraordinarily where there is work to be done and money to be made—I could understand it if I could find some moment in which they rested and tasted leisure, but they never do.

Perhaps the most astonishing thing," he continues, "is the way they eat. I see them rush into a restaurant, swallow their food in great haste, and leave as though they felt guilty for having left their work even this short time—and it seems to me they must shorten their lives with these strenuous ways." The Arabian way of life—in peace time at any rate—is much the same, according to the visiting representative of that country, as it was in the time of Omar Kayyam or the legendary days of Sinbad the Sailor. "It is like living in a garden. The country is hot and no one works too hard. It is not very important that one be rich—and in the afternoons, there are nargilles to smoke in the shade."

EDITORIAL NOTE

Britain will still be in Egypt to see that things do not get out of hand. That has been her role for a long time and, as usual, the benefactor is given more bricks than roses.

A welfare official says that loafing may be as important a part of a summer vacation as exercise. A host of holiday-takers who regularly practice what he preaches will hasten to agree with this welcome statement.

Notwithstanding the vaunted prosperity in Canada, it is discouraging to note, from statistics recently published, that more residents of Canada emigrated to the United States during the fiscal year ending June 30, 1929, than in the previous year. Canada still needs a policy which will build up its industries and keep its citizens at home.

The Public Library at Toronto has issued a catalogue of books published in Canada, about Canada and by Canadian authors. Gearing the imprint of 1928. The catalogue, the seventh of its kind issued by Dr. Locke and assistants at Toronto, is of twenty-four pages and contains the titles of between seven and eight hundred books. This was the output of Canada by Canadians in one year; and Canada is very small in comparison with the book publishing world. In the United States and in Great Britain several thousands of books are turned out each year, and the long-suffering public is expected to read them, though, as a matter of fact it can scarcely do more than read the titles.

Notes By The Way

Agricultural and Industrial Progress tells that a re-test of herds in Prince Edward Island, being conducted by the federal Department of Agriculture, is showing results that are eminently satisfactory. The whole of the Province is a restricted area and anti-tuberculosis tests were first applied three years ago, when the number of reactors was less than two-thirds of one per cent. Now, however, the number is running even smaller than that small percentage. That is not a bad advertisement for our Island herds.

Religious denominations are all publishing abroad statistics and reports of their growth and progress. Outside of Charlottetown, Baptists are a comparatively small body in Prince Edward Island, but the Maritime Baptist, published in Kentville, N.S., tells that this is not so everywhere. We subjoin somewhat abbreviated extracts: Rhode Island and Roger Williams are great names in the making of the United States. . . . To the initiation of Baptists is due the first amendment which makes a State Church in the Great Republic forever impossible. Through the 17th and 18th centuries the Baptist movement with few exceptions was confined to the English-speaking parts of the earth.

At the head in the 17th and 18th centuries is put the name of John Smyth. At the head of a second period extending through the 19th and 20th centuries, stand the names of William Carey, Adoniram Judson and Luther Rice. . . .

A hundred years ago not a Baptist church in Europe. Now, in every part of the continent except Albania and Turkey, there is organized Baptist work. From the Arctic Ocean to the Mediterranean and from the Atlantic to the Ural Mountains the message has found acceptance, among men of all races—Latin, Scandinavian, Jewish, Teuton, Slav, Mongolian, and even Gipsy. . . . The little one has become a thousand. John Smyth's tiny group has as its successors some twelve millions of Baptist church members today. They are in every continent and everywhere increasing.

Premier Ferguson, in a recent speech scouted the rumor that his Government intends to bring on a provincial election in Ontario this year. He says they have not even discussed it. "When we feel, however, that the time has come, we will not hesitate to declare an election." Later in the same address he said: "In confidence, I will further tell you that the Government doesn't see anyone on the horizon to fill their position." The crowd cheered, as with a smile, he went on, "and I don't see that for some time anyone will be on that horizon."

Telegraphic communication in Canada had its origin in Toronto 83 years ago on August 3, 1846. A hardware merchant in that city with a few associates formed themselves into a company to construct a Morse telegraph between Toronto and Niagara, via Hamilton and St. Catharines. It was not extended to New Brunswick until 1849, when also it was extended from Saint John to Halifax, passing along the highway close to the school house where the writer of this paragraph was then a pupil.

Sydney, N.S. wants better streets and sidewalks. On August 15th the citizens will be asked to vote a bond issue of \$850,000 for street paving, sidewalks and other permanent improvements. Our own well-equipped city will rejoice to see the citizens of Sydney making a determined effort to mend their ways.

In the early days of human flight the pioneers did not make any attempts to achieve altitude records or loop the loop, or other performances of that sort. These came in due time and were a necessary accomplishment in gaining full mastery of the air.

A New York paper of 1909 notes that Orville Wright, flying across a broken country from Fort Myer, sometimes attained a height of 450 feet. When he was praised for his wonderful performance, he seemed inclined to discount it. His principal regret apparently was that if he had flown a little higher he might have attained a somewhat greater speed.

The baby automobile is coming, a smaller, lighter and less costly machine than the familiar "flivver." It is already on the streets and highways of England and we are told will presently be manufactured on an extensive scale on this side of the Atlantic. There are many persons who have had a longing for the "dread but tireless steed," who for various reasons are still without a carriage of any sort.

The motor car of the present day carrying its driver and two passengers is doing an inexpensive plaything, often wherever they may want to go.



By James H. Barton, M.D. THE THROAT AND INTESTINE

One of the first lessons we learned as students was that in throat conditions, tonsillitis or other congestion, that the first thought in treatment was not the throat itself but the intestine.

Accordingly the patient was given small doses of calomel followed by epsom salts or castor oil.

The throat was also sprayed or gargled to give relief. You'll remember that the old time physician always looked at the tongue in any case of sickness and the coated tongue always called for the calomel, salts, or castor oil.

Thus it has been truly said that the tongue, and the throat also, are really a sort of mirror of what is taking place in the intestine.

And now "an interesting observation has been made by Dr. Armaing and a physician of the famous mineral springs of Cauterets (Pyrenes) whose patients are made up solely of patients with chronic inflammation of the vocal cords, the throat itself, and the nose and sinuses.

He has noticed that all these patients have a chronic infection of the intestine, and often also have a liver that does not do its work properly."

Many persons on the day following excessive eating have hoarseness, and inflammation of the nose passages.

Physicians in charge of the health departments of large industrial plants have found that there are more "colds" and sore throats after the Saturday, Sunday, and other holidays than at any other time. They attribute this to overeating, with no work or exercise to use up the excess food eaten.

Now this does not mean that cold damp weather, exposure, overwork, overuse of the throat is not to some extent responsible for hoarseness and other nose and throat conditions, but it does mean that the organisms of an infected intestine do get carried up to the mucous membrane or lining of the nose and throat and cause them to become inflamed.

Of course the treatment is obvious. It simply means that avoiding overeating, and seeing that the body gets exercise enough to use up the food, is the best method of keeping nose and throat free from infection.

The Poet's Corner

BY A BIER-SIDE

This is a sacred city built of marvelous earth. Life was lived nobly here to give such beauty birth. Beauty was in this brain and in this eager hand; Death is so blind and dumb Death does not understand. Death drifts the brain with dust and soils the young limbs' glory. Death makes justice a dream, and strength a traveller's story. Death drives the lonely soul to wander under the sky. Death opens unknown doors. It is most grand to die. —John Masfield.

THE LAND WE LOVE

BY FRANK LEIGH

THE TOWN OF CHURCHILL, HUDSON BAY . . .

Q. Where is the Town of Churchill? A. The application of the name Churchill, the Eastern terminus of the Hudson Bay railway, is due to the Hudson's Bay Company, for whom Captain John Abraham established a post in 1686, naming post and river after John, Lord Churchill, afterwards Duke of Marlborough, who had been elected Governor of the company in the previous year. The post was destroyed by fire about 1689 and because of wars with France which lasted till 1713 Churchill was not visited again by the company until 1717, when Governor Knight proceeded to it from York Factory and chose a site for a new post.

the roads. If you have a car you must have a garage in which to house it. Thus one supply creates another want. But the Baby Car, we are told, is shipped to the purchaser in a watertight case which serves for a garage and occupies so little space that almost any resident can find room for it.

It is claimed for the Baby that being very light, it requires much less power to drive it over hills than the more expensive heavy car in common use. It does not run quite so smoothly and is not so luxurious as the car that weighs three times as much, costs five times as much at first and twice as much to operate. But on a journey it easily makes the full speed allowed by law, carrying its driver and two passengers in doing an inexpensive plaything, often wherever they may want to go.

Our Minister Of Marine And Fisheries

(Observe) in The St. John Telegraph Journal.

The visit of the Minister of Marine and Fisheries to New Brunswick and other Maritime Provinces, accompanied by his deputy in the fisheries branch of his department, Mr. W. A. Foster, is very interesting for many reasons. Hon. Mr. Cardin is from the Province of Quebec, which with the Maritime Provinces have furnished all of the ministers of his department since Confederation, except one, Hon. James Sutherland, who held office for ten months in 1902, after the retirement of Sir Louis Davies. Sutherland was an Ontario man who later became a Minister of Public Works and the new Minister of Marine was Hon. Raymond Prefontaine. Hon. Mr. Cardin had been Minister since 1924. This is his first official visit of any length to the Maritime Provinces. He has, however, shown a keen interest in the industry, and it was due to his initiative that there was recently such a lengthy and searching inquiry by the Royal Commission into grievances of the fishermen and the conditions which were influencing the prosperity of this great industry. Mr. Cardin will find upon his tour through the Maritime Provinces and his visits to many of the centres where Mr. Justice McLean and his associate commissioners made intimate inquiries into fishing matters that there is not yet remedied—many recommendations of the commission still to be implemented.

The first Minister of Marine and Fisheries was Hon. Peter Mitchell, appointed in 1867, in the first government of Sir John A. MacDonald. He was a senator at that time and John M. Johnston represented Northumberland. He held the portfolio when Sir John appealed to the people in 1872 and resigned his seat in the Red Chamber to become a candidate in Northumberland, here he was elected by acclamation. He held office until Sir John resigned to make way for a reform administration under Alexander MacKenzie, who appointed Sir Albert J. Smith of Westmoreland County to succeed him. Sir Albert held office until 1878, so for the first eleven years of Confederation, New Brunswick provided the Ministers for the department in which the Maritimes have such a real interest. Since 1878 there have been three other ministers from New Brunswick with the same portfolio. Sir George E. Foster from 1885 to 1888, Hon. John Costigan from 1884 to 1886, and Sir Douglas Hazen from 1911 to 1917.

ISLAND REPRESENTATIVES

Prince Edward Island was not by any means forgotten in the selections of ministers for this department. This first from the Island was James C. Pope, appointed by Sir John Macdonald when he formed his second ministry in 1878. He held office until 1882, and then A. W. McLean, a Senator of Londonderry, Nova Scotia resigned from the upper chamber to become an M. P., and a minister. He was in office until 1885, when George E. Foster from Kings County, New Brunswick, was selected for the office. Only three years before he had won the seat from an old-time Conservative, James Donville. Foster ran as an Independent, and many Liberals who had become acquainted with his eloquence, listened to speeches in aid of the cause of temperance voted for him in order to defeat the Conservative champion Donville, who in the elections of 1872, 1874, and 1878 had been victorious over their Liberal nominees. In the by-election which followed the unseating of Mr.

GLENWOOD AND VICINITY

Mr. Gus Hierthy, his wife and family who have for a number of years been living in the West are now visiting relatives in this vicinity. They motored from their home in Rouleau, Sask., spending some time at Niagara Falls and ten days with friends in Boston.

CONGRATULATIONS

Congratulations are being extended to Miss Tillie McIsaac and Miss Flora Boulier of Glenwood, who recently passed their examinations for entrance to Prince of Wales College.

MR. AND MRS. O. NEWCOMBE

Mr. and Mrs. O. Newcombe and Mr. and Mrs. Charles Stewart have

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Foster his majority was increased from seventy-two to two hundred and eighty-two. Then when he was opposed in another by-election following his acceptance of office he had a larger majority, 368, which the following election in 1887 was reduced to forty-seven and was only seventy-three in his last election in Kings, in 1891.

Sir George—he was not knighted for some years—was Minister of Marine and Fisheries for three years until 1888, when a brilliant young Nova Scotian, the son of Sir Charles Tupper, Charles Hilbert Tupper, was appointed. Both father and son were in the ministry and the elder was for a short time Prime Minister before the general election of 1896. He was Minister of Justice in the Bowell government in 1894 and John Costigan, a New Brunswick member, exchanged portfolios, becoming Minister of Marine and Fisheries. There the latter remained until 1896, when a new administration was formed and a Prince Edward Island man, Sir Louis Davies was chosen by Sir Wilfrid as the Minister of this department. He was not knighted until 1897, and in the fall of 1901 was appointed to the Supreme Court of Canada and made way for Hon. James Sutherland, who was evidently but a temporary appointment, as upon another Cabinet change a few months later a Quebec man, Hon. Raymond Prefontaine, was appointed minister. Another Quebec man, who was later was highly honored in his province, Hon. L. P. Brodeur, was minister from 1906 to 1908, then Hon. Rodolphe Lemieux, who exchanged the postmaster-general's office for that of Marine and Fisheries. In 1911, when Sir Robert Borden was Prime Minister of a Conservative administration Sir Douglas Hazen was the fifth New Brunswicker to hold this office. Following him in 1917 was C. C. Ballantyne, who entered the Unionist government and continued to hold office under Arthur Meighen when he was Premier in 1921. Then Ernest Lapointe became Minister of Marine and Fisheries in the government of W. L. Mackenzie King, and Hon. Mr. Cardin was his successor in 1924. So far as the records show there was no Minister of Marine and Fisheries in the "shadow government" of 1926. This administration was so short lived that the most of its time was taken up in preparation for an unsuccessful appeal to the electorate.

There are many questions requiring decisions which are all important to the fishing industry of the Maritimes. There was a feeling that in the administrations of the combined department of Marine and Fisheries as much attention as was desirable was not paid to the industry of the sea. That has been remedied in part at least by the appointment of a separate deputy of Fisheries, Mr. W. A. Foster. There never was a more industrious official. Too close application to details is, however, sometimes fatal to a proper vision of bigger matters which require attention and decision. Mr. Foster and his minister can find much to interest and instruct them in the fishing villages along the coast of all three Maritime Provinces as well as the Magdalen Islands and the Gaspé Peninsula, if they have time to become acquainted with them. The voluminous evidence taken by the Royal Commission tells the whole story, but lacks that personal touch that can only be obtained by a visit to those who pursue the often dangerous occupation of fishing. Hon. Mr. Cardin's tour will not be a vacation under these circumstances.

MR. AND MRS. D. A. MCPHERSON

Mr. and Mrs. D. A. McPherson were visitors to Charlottetown this week.

MR. ERNEST BRADLEY

Mr. Ernest Bradley, Charlottetown has been engaged as teacher for Dunbrans School.

MRS. FRED JAMES

Mrs. Fred James, Moncton, is

MISS MARY MCPHERSON

Miss Mary McPherson of Boston, Mass., is spending the summer at her home in Dunbrans.

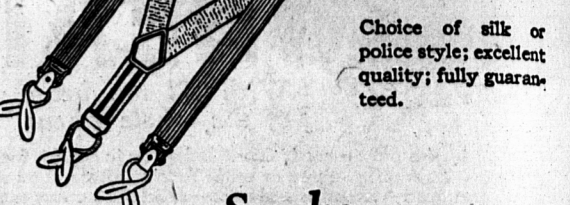
WOMEN WORKERS OF SWEDEN

Women workers of Sweden are receiving less than 20 cents an hour.

FARMERS OF YUGOSLAVIA

Farmers of Yugoslavia are adopting modern agricultural methods.

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Charlottetown Guardian Subscription Department

spending her vacation with her parents, Mr. and Mrs. Archie Campbell, Dunbrans.

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Women workers of Sweden are receiving less than 20 cents an hour.

Farmers of Yugoslavia are adopting modern agricultural methods.

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