

THE CHARLOTTETOWN GUARDIAN

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THURSDAY, JULY 14, 1927

BRITAIN'S ESTIMATE OF CANADA

In the course of its editorial comment upon Canada's Diamond Jubilee, the London Daily Mail states that throughout Great Britain the progress of Canada "has been watched with pride and affection."

The Daily Mail describes the Canadian territory as "one of the richest and most extensive in the world" and expresses the belief that "as time goes on it must attract more and more immigrants."

The Daily Mail points out that in the last thirty years Canada has "helped to make history and influenced world events."

FAIR PLAY DEMANDED!

THERE can be no question that the Telegraph-Journal is right in its declaration that "The Maritime Provinces want all—not a part—of the advantages which the Duncan Commission and the Parliament of Canada restored to them through the freight rates reductions."

The probability is, however, that the lower rates of freight will be, to a large extent, made up by more business. More business will, of course, require greater activity and diligence on the part of the railway employees; but that ought to be regarded by the railway men as a result to be welcomed.

an indication that additional accommodation, with lower freight rates, will result in more business and increased—not lessened—revenue.

THE NAVAL QUESTION

ACCORDING to the latest reports from Geneva, it is believed that "if Great Britain and the United States could agree to limit the number of 10,000 ton cruisers to about ten (each) Great Britain would be prepared to accept the maximum total tonnage figure of 400,000 tons, which the United States have insisted upon since the opening of the tripartite naval conference."

The difference between the two great nations has been explained as follows: 1. Britain, with sea-spread communities and vast commerce to protect, feels that she requires about 600,000 tons of cruisers to protect them.

That is the position in which Great Britain, desirous for peace and good will, is prepared to give up a third of her cruiser strength—if the United States will agree to the limitation of her 10,000 ton cruisers to ten.

The difference that seems likely to be settled under this arrangement arose out of a demand on the part of the United States navy. To meet this case, President Coolidge decided that the wisest thing to be done was to try to satisfy the advocates of a navy equal to that of Great Britain, and also those who clamor for tax reduction by simply persuading the British Naval authorities to reduce Great Britain's cruiser tonnage to the level of that of the United States.

What is said to be the first instance of Canadian-made machinery being shipped into the United States is that of nine large wood-pulp grinders, capable of an output of 100 tons of pulp per day.

EDITORIAL NOTES.

The Ottawa Journal notes the fact that throughout the Diamond Jubilee celebration "there was a conspicuous absence of drunkenness or of anything approaching to it in the capital city," and it remarks that "this is not only a very good certificate to Ontario's new Liquor Act—it is a fine certificate for our people. It is a demonstration that, taken all in all, men and women are not the slaves of liquor appetites that some extreme reformers would have us believe."

There are half a dozen puzzling questions concerning the federal and provincial laws that deal with the liquor traffic. Concurrent jurisdiction, a score of different laws and orders—council, have produced a sad tangle which puzzles the law-

Notes by the Way

CANADA cannot grow the sugar cane, but every Canadian Province can produce the sugar beet. And sugar has been made in Canada for over thirty years past from beets. An official publication recently issued gives much information on the subject.

The Alberta factory is now being doubled in capacity. In 1925 it paid the growers \$5.75 per ton for their roots and in 1926 it paid \$6.25 a ton and in 1927 will pay \$7 per ton.

It appears that in 1909 only one beet sugar factory in Ontario, and one in Alberta, were in operation. But notwithstanding these ups and downs steady progress has been made in the production of beet sugar during some years past.

Sugar beets are grown in a number of European and American countries in quantities ranging from 1,000,000 to over 11,000,000 tons each, the producing nations being in the order named—Germany, Czechoslovakia, United States, Austria, France, Poland, Belgium, Holland, Spain, and Sweden.

Riflemen and artillerymen are much interested in the "Flash Spotter," a new device invented by Brigadier General Lamont, C.M.G., D.S.O. It projects on any target a spot of bright light indicating the exact spot where the bullet or shell is desired to strike, and in this way is expected to greatly increase the accuracy of army marksmen and will be utilized in training them.

Now that we have got through with celebrating the Jubilee and paying honor to the Fathers of Confederation, we may consider what we owe to those other Fathers of the Country, the United Empire Loyalists. It is a great debt that their descendants and the entire Dominion owes to them and it is high time that their sons and daughters in this province should enrol their names and organize a Loyalist Society to perpetuate their memory.

The Loyalists stood in the front rank of Canadian pioneers, and as was well said by J. W. Dufoe in a recent address on Confederation, "they turned their faces Northward, accepting exile in the forest wilderness, a faith that for them and for their children, and for the new country they planned to build, there must remain unbroken British citizenship and devotion to the British Crown."

"Strong to endure," Mr. Dufoe continued, "patient, intelligent, industrious and adaptable, these dauntless souls made a success of their undertaking despite tremendous obstacles. They laid the firm foundations of that splendid edifice which is the Ontario of today and their descendants both here and in the Maritimes have given to the Dominion many of her most eminent citizens, men and women who have exemplified in their daily lives and their devotion to the best interests of their country the splendid idealism of their forbears."

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That Body of Yours

By James W. Barton, M.D.

GOOD BLOOD BUILDERS

It will come as a surprise to many to learn that milk, which many stands at the foot of the class of foods that bring about an enrichment of the blood after a severe wasting illness or anaemia.

New milk, as you know, is one of our best foods. It has been called the "perfect" food because it contains all five classes of foods, that is proteins, starches or sugars, fats, salts, and water. Yet it is not a good blood builder according to research workers of Johns Hopkins University.

Now what have our research men to suggest as blood building foods? They tell us that the kidney of pig or beef, is one of the most favorable diet factors to promote the actual manufacture of red blood cells and the haemoglobin that fills these red cells.

An abundant diet therefore of liver and kidney during any severe anaemia is one of the first considerations. You see the liver is a great storage warehouse for the substances that help to make the red blood cells. It is suggested that the kidney also may be concerned with preserving and storing some of the materials that enter into the formation of red cells.

That our research men have been able to utilize the products that are in these kidney and liver cells, to build up rich blood, is just one more achievement to their credit.

However this does not mean that the ordinary healthy individual should live on a diet of liver and kidney, because as a matter of fact, these are concentrated foods and usually leave too much residue or "cinders" in the system.

It does mean however that in cases of anaemia or other wasting ailments, that a diet rich in liver of kidney will help build up new cells in a shorter time than will other foods. And when we remember that a few years ago the liver and kidney of cattle were not considered worthy to be sold, it shows how our knowledge of food values is increasing.

Thursday, July 14th. Cardinal Mazarin born, 1602. Mme. de Staël died, 1817. Bastille stormed, 1789.

FOR THE SCRAP BOOK

A SERIES OF LITERARY QUOTATIONS FOR BOOK LOVERS

FROM "LOVE IN THE VALLEY"
Shy as the squirrel and wayward as the swallow,
Swift as the swallow along the river light.

Heartless she is as the shadow in the meadows,
Flying to the hills on a blue and freazy noon.

Earth to her is young as the slip of the new moon.
Deals she an unkindness, 'tis but her rapid measure.

Even as a dance; and her smile can heal no less a wound.
Like the swinging May-cloud that pelt the flowers with hailstones.

Happy, happy time, when the white star hovers
Low over dim fields, fresh with bloomy dew.

Peering at her chamber the white crowns the red rose,
Jasmine winds the porch with stars two and three.

BE YOUR OWN SKY PILOT

Condensed from Liberty (June 11, '27), Elliott White Springs.

Here are the latest facts about private aviation, and I don't mean commercial aviation. Private aviation has arrived! It is cheap! It is safe! And it is rapidly becoming popular!

These planes all have the same general characteristics. They all use the same 90-horsepower motor. They will carry three people at 85 miles an hour for five hours. They will take off and land on the average golf course in emergency. They require no more care than the average automobile, and cost less to operate.

The early model planes were unstable. The pilot was forced to use both hands, both feet, his shoulders, and his teeth to keep one of them from emitting the cutting noise. In the present models the wings and the centre of gravity are arranged so that the plane has a tendency to remain on an even keel and fly with a minimum of control.

The Army made an experiment at McCook Field. They selected an average young man that had never ridden in an airplane and knew nothing about one. He made his first flight at six in the morning, and before six that same night he was flying alone. That shows what can be done. After two hours in the air my wife flew the plane unassisted and after six more she made landings. Before she had ten hours she did tail spins, whip stalls, and vertical banks. She's been flying four years and she has had only two slight accidents.

The public regards aviators as dare-devils. There are two reasons for this. First, the Associated Press considers that every time a ten-year-old airplane that has been cheating the junk pile since the war loses a wing, that it is news. It has a policy of featuring every airplane accident. In the second place, there is stunting and dare-devilry at fairs and exhibitions of all kinds.

I'll tell you about my own experience since the war. I got a plane from the army surplus for \$300. It cost just \$300 worth out of it. It is right where it fell. I bought another plane for \$100. I got \$10,000 worth of joy of living before it buried itself in the hills. I bought another plane for \$1000. I flew it four years, covered more than 25,000 miles in it, and sold it for nearly as much as I paid for it. Recently I learned some sense and bought a good plane for \$2500. It is one of the new planes I was speaking of. I have flown it for six months and I have never scratched it. Anybody that doesn't order one now, before the price goes up, will be sorry!

It's a very little harder to learn to fly a plane than to drive a car. Of course, mistakes on the ground are not usually so costly. I have no argument to offer to overcome that drawback. I am not subsidized by any manufacturer and I am not trying to argue against facts. But the added risk will help keep the public out of the air. There are more people killed by the faith in Gordon Gix labels than will ever cross the Styx with a broken propeller for an engine.

I can teach any normal individual between 16 and 60 to fly a plane in ten hours of good weather. Other ages upon application. The prevailing opinion is that it is a long process. That idea spread during the war. Then the army had to train pilots, it sent them to a ground school, where they studied infantry drill and the military tactics of Frederick the Great.

I take a pupil up and joy-ride him for 15 minutes. Then I make him put his hands on the other set of controls and his feet on the other rudder bar, while I maneuver the plane. He then sees that if he wishes to swing the plane to the right, he pushes with the right foot; that if he wants to depress the right wing, he pushes the control stick to the right; and that if he wants to pull the nose up, he pulls back on the stick. That's no more difficult

Keep a piece of charcoal on shelf of refrigerator. Place a clean, damp cloth over bowls and dishes of food to keep them fresh and prevent odors from escaping. Keep fruits covered with paraffin paper.

When cutting off buttons from discarded garments, string them in sets, or place them on a large safety pin, ready for using again when desired.

To keep berries fresh, pour them out of the basket into some receptacle where the air can circulate freely through them. They will keep twice as long.

Strange her eyes; her cheeks are cold as cold sea-shells.

Peering at her chamber the white crowns the red rose,
Jasmine winds the porch with stars two and three.

Parted is the window; she sleeps; the stary jasmine
Breathes a falling breath that carries thoughts of me.

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Advertisement for Great West Life Insurance featuring a cartoon character and the text "How about it, Daddy? I shall be all right, but what about Mother till I can be her man?"

HYNDMAN & CO., LTD. Provincial Managers—Charlottetown, P. E. I. Agents At All Principal Points

PRINCE EDWARD ISLAND AS A TOURIST RESORT

Some Interesting and Delightful Locations Described For "Guardian Readers."

(By HAROLD MESSERVY) TRACADIE BEACH — DALVEY.

THIS is another of our many beauty spots on the North Shore. And, as it is only fifteen miles from Charlottetown by the most direct route, it is much visited by those in search of shady, quiet nooks for picnics, where when they wish they can don their bathing suits and take a swim or a sun-bath on the broad sands of the beach.

Here no dunes cut off the wide panorama of the Gulf from the view of the traveller. One swings into a straight stretch of narrow road between two jagged walls of spruce. The end of this path seems to be the sharp line which cuts off the blue of the sky from the deeper blue of the waters. As you drive further on, however, you see that there is no danger at the end of your car rushing down a steep place into the sea.

A magnificent beach of nearly level sand, a quarter of a mile wide opens up before you as you motor on straight out to this beach does the trail lead there to lose itself in the sand. This would bring your car to a halt long before you arrived at the water's edge, did you attempt thus to reach it.

Now that we have gone as far as the car can safely go, let us look around a little. It is one of those clear, calm days which are the rule in our Island summer time. No surf today beats on the shore, whereas comes faintly to our ears the shouts and laughter of the children we see playing with their little boats in the sandy shallows. Some cattle, too, are standing up by their knees in the water, their tails lazily flicking away the flies, which seem to be the only things in their life to mar their contentment. It is indeed a scene of peace.

On our left is a small lake—very shallow, one can see, and not much larger than a good sized mill pond. It seems to smile at us as the sunlight gleams merrily from its dancing ripples. At this time of the year (it is early July) its margin is decorated in truly regal manner. Here blooms in profusion that flower which was the ancient emblem of the kings of France. Beneath the banner blazoned with this sign, Montcalm fought and died on the plains of Abraham, in his brave endeavor to hold Canada for France. But our fleur-de-lis (or Iris, to come down to more every-day terms) is, perhaps, a more fitting symbol of royalty than its European cousin, since it appears in shades of blue and purple, whereas the lily-flower of France wears yellow.

Other flowers, too, grow about the margin of this lake. For instance, there is the purple cinquefoil (potentilla palustris). This plant, though common enough here, must be rare in the rest of the Island. At any rate, either from this reason or because of some oversight, it does not appear in the P. E. Flora—a work which those of my readers who attended Prince of Wales College about the year 1915 will remember.

This little lake, like so many on the North Shore, gives every evidence of having been formed by the choking up of the mouth of a small stream by the sand. It has a little "run"—whose position changes almost daily—which serves to convey its overflow to the Gulf. Much of interest may be gleaned by the thoughtful observer from this small hill as it makes its way to the sea. Most of us have read how the great swift-flowing rivers of the world, such as the Yangtze Kiang, the Mississippi and the Colorado cut their way down through the surface of

Advertisement for Ear Mite In Foxes, featuring a cartoon character and the text "Ear Mite In Foxes. We have prepared a Special Remedy which is being successfully used by many of the Leading Fox Ranchers. \$1.00 A PINT. Dalmation Insect Powder For Fleas. Finest grade in bulk. THE 2 MACS DRUGSTORE 148 Great George Street Telephone 315"