

The Charlottetown Guardian

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FRIDAY, MARCH 6, 1936

Mr. King's Sophistry

An extraordinary reason has been advanced by Prime Minister KING for ignoring the voice of Parliament altogether so far as ratification of the U. S.-Canada treaty is concerned. Speaking the other day in the House of Commons, he said: "This government came back with a mandate from the people of Canada to put through a reciprocal agreement at the earliest possible moment. So far as asking the approval of this House is concerned, I regard that in some respects as an almost unnecessary step, the country itself has given so overwhelming an expression of approval of its confidence in a reciprocal agreement with the United States to be negotiated by a Liberal administration."

The fact is that reciprocity with the United States was not specifically mentioned at all in the Liberal party platform, and that at no time did Mr. KING raise, as an election issue, the question of concluding such an agreement "at the earliest possible moment." Negotiations had been going on for several months between the ROOSEVELT and BENNETT administrations, and the question, so far as it was made an election issue at all, concerned the nature of the terms. Since the treaty did not come into effect until the first of the present year, a few weeks more or less spent in negotiating fairer terms so far as Canada was concerned would have been offset by no disadvantage whatever.

The mandate Mr. KING received was to negotiate on fair and equitable terms, protecting at all costs the interests of Canadian basic producers, such as our farmers and fishermen. This he failed to do. It is useless now for him to advance the sophistry that he was pledged immediately to sign a treaty, good, bad or indifferent, and that this pledge relieves his Government of the responsibility of obtaining the approval of Parliament.

American Tributes

Remarkable tributes to the British Empire and its ruler are paid in two articles appearing in a United States magazine of recent date. In the first of these articles the writer contrasts the Empire of GEORGE the Fifth and EDWARD the Eighth with those which were ruled by ALEXANDER, the CAESARS and NAPOLEON and with those which are dominated by the new dictators of the present time. The message of this modern Empire "breathes a new way of life, of chance and change into the far places of the earth, among the teeming millions of 'little people' to whom change and chance have been meaningless catch phrases. . . . A new voice of new neighborliness wings its flight around the world, knitting stronger the ties of an Empire whose kingdom shall have no end."

The second American writer quotes the motto "I Serve" which animated EDWARD the Eighth while he was Prince of Wales, adding: "Because of that deep desire to serve, not rule, your reigning House of Windsor stands secure amid the ashes of burnt-out Empires." Having in mind the new King's long and devoted efforts to improve the lot of the under-privileged in the United Kingdom, our American friend calls King EDWARD the Prince of Destiny, and suggests that he is the one man who can save civilization from plunging to senseless catastrophe. The writer asserts that the King holds the trust of the nations, that he is international, that his golden touch reaches to the far fringes of the race frontiers. "You have the faith of the human race such as honors no other living man. You can lead a crusade whose effect will abide with Calvary. . . . You took the world by storm before and it is still yours. Now its peoples are again at your feet—but this time in supplication. Do not doubt your success. You learned the world's problems while you earned the love and respect of its millions. No world figure can so sensitively feel the pulse of the common people. No statesman can so swiftly sense the moods of the masses. No orator can sway the listeners as you did when you wrung England's heart in your appeal for the stifled slum dwellers. Do not doubt your power. It is given to you by the suffering peoples of the earth, out of a welter of tears and tragedies. What power can match that compelling force?" This United States writer, still addressing the King says:

You were with the Canadian corps that wondrous Mons morning when the guns fell still and that strange silence dropped over the stricken fields. Your eyes were shining. But it was not the glow of victory. It was the promise in the chiming of the bells. . . . I saw you kiss that mutilated horror that once was one of your father's heroic men at arms. I knew you had resolved anew that war should not come again. . . . It was in this aftermath of anguish that you dedicated your life to the service of your fellow men, without reserve, full out, so that old comrades said you were the Soul of the Legion and called you the Pukka Prince. You lighted lamps of remembrance at the great conclave of Toc H in the pregnant dark and cathedral hush of a great hall. One by one you taper lit the lamps with a flame eternal. . . . And now as our Prince of Destiny on the greatest adventure since the Star stood over Bethlehem you can light the torches of enlightenment that will erase the shadows of fear from the dark corners of a dread-driven universe.

The writer also reminds the King of the flooding acclaim and thundering salutes that greeted him when he was the world's Prince Charming. He recalls Prince Charming's saying that the peace of the world depends upon the friendly association of the two great English-speaking peoples. Toward the close of this remarkable apostrophe the American writer says: "The distressed and defeated, the desperate and despairing, the hopeless and harried, will be reborn in the prosperity that will follow your princely leadership down the broad, cheerful, friend-lined highway, built by the goodwill of nations. . . . Your own Empire already sees you

as a chivalrous St. George fighting the dragon of war, unemployment, hunger and despair with a flaming sword. The stricken world visions you at the head of a glittering array, sweeping over it under the banners of Peace. Your words of command come over the ether to a cheering host. Your invincible force lies in the power of your presence." And behind that again is the age-long prestige of the British monarchy.

Editorial Notes

The snow is flying.

HAILE SELASSIE says the war is only begun—wait till he gets the Fascist troops in the interior in the long rainy season, beginning in June.

We have a surfeit of good things at present—two legal Premiers and Presidents of Council and an acting Premier.

The first sign of spring made its appearance yesterday—a man in white overalls with a ladder on his shoulder.

Some seem to think that Premier CAMPBELL is grooming Mr. HORACE WRIGHT as successor to Hon. W. H. DENNIS. But Mr. DENNIS is quite capable of grooming himself to last as long, at least, as Mr. CAMPBELL's administration.

In Cape Breton they seem anxious to adopt the Carnegie Library scheme. Will Premier ANGUS MACDONALD father it as enthusiastically and successfully as Premier MACMILLAN did?

According to "Hardware and Metal", the outlook for spring trade is particularly bright in all branches of the hardware trade. Paint and varnish sales are expected to greatly exceed the volume of last spring, and many building and repair lines will be purchased.

Evidently the official Liberal Party at Ottawa has not taken kindly to Senator HUGHES' remedy for bootlegging—reduction in customs and excise duty. Senator DANDURAND suggested the cure might be worse than the disease—less bootlegging and more drinking.

The Centenarian, Mrs. MACSWAIN, is puzzling why she should be left alive while so many younger folks are called to their long home. It is an age-old mystery; but for one thing, she is prepared; and for another her usefulness is still self-evident. May she live in quiet enjoyment not only till May this year but till December many years later.

"Let 'em have it," is the nonchalant way the Patriot responds to Mr. MACNEILL's advocacy of a railway for West River district. Our contemporary evidently is satisfied the KING-DUNDING Government has money to burn—\$3,000,000 for two bridges and \$600,000 or \$1,000,000 for a railway, why that's a mere bagatelle—let 'em have it! There is a comforting grandiloquence in being generous with other people's money.

Notwithstanding his previous keen disappointment, Mr. T. O. M. SOPWITH has definitely decided to compete again for the America Yacht Cup next year. His new Yacht Endeavour II, will be built at Gosport on the historic quay where the Pilgrim Fathers embarked to join the Mayflower. The greatest secrecy is being maintained regarding the plans and specifications. Guards were posted at every entrance when the keel of the big challenger was laid down. Word leaked out, however, that the keel weighs approximately 90 tons, or about 10 tons heavier than the keel of the Endeavour I, which went down to defeat against HAROLD K. VANDERBILT's Rainbow in 1934. The new challenger will be built to the full "J" class limit, under rules sanctioned by the America's Cup deed of gift, and it will be all steel with a high tensile steel mast of new and original design.

Prime Minister KING waxed eloquently indignant at the speech of Commandatore PETRUCCI, Italian Consul General at Ottawa on the occasion of a luncheon of the Italian Chamber of Commerce. Really there was nothing to justify the outburst. This is a free country, permitting free speech, and the Consul was addressing his compatriots in the presence of reporters. He carefully avoided the oil sanctions which Mr. KING himself botched, and discussed the League of Nations, as he had a perfect right to do, it being an international and not national question. The worst thing the Commandatore said about the League was this: "The principal endeavor of the league has been and still is to maintain the status quo in the political and economic state of the world. It has done nothing to improve the economic situation, excepting the preparation of a certain number of publications which had no other effect than to justify the presence at Geneva of well-paid directors and attractive stenographers."

Commenting on the statement of Hon. H. H. STEVENS, Reconstruction Party head in the House of Commons, regarding alleged deception in tin can containers, Canadian Grocer points out that it is conceded among canners and members of the wholesale and retail trades that there are many difficulties in the way. It says there are few complaints that canners are actually attempting to deceive the public. Usually when an odd-sized container is used, it is for a definite purpose. Canners have to take into consideration the price, saleability of each particular product they pack and the number of servings per tin. For instance, they can't put canned chicken in a No. 2 can nor is it advisable to use a can for pineapple rings if there is a big space between the pineapple and the tin. The present government regulations provide for certain standardized tin cans and if others are used the packer must show the weight of the contents on the label as a protection for the public. Mr. STEVENS thinks the weight is often in too small type. But there are so many things that should be in large type it is difficult to have everything big. There are few consumers (at least with the aid of their spectacles) who cannot see the weight of their contents on these odd size containers.

Notes by the Way

No one can deny the force of the Montreal Star's criticism of time-wasting at the opening of Parliament. Throughout the country people are wondering if this Parliament is really going to get on with important business or will be simply a time-waster. Its purpose is served by old-fashioned partisanship, by lengthy discussions of past errors or features of the last election campaign. Everyone is familiar with the details of that campaign and the sooner they are forgotten the better for all concerned. What we want at Ottawa now is a great co-operative effort to advance the country's interests. Canadians are not interested in analyses of the vote figures, talk of election incidents or other matters of that type. They want problems solved. They want employment provided for men who are without jobs. They want the burden of taxation reduced. They want the National Railway problem settled or at least some start made in that direction. They want, in short, a maximum of real action and a minimum of partisanship.—Windsor Star.

FAT FOODS AND THE GALL BLADDER

When the liver and gall bladder are inflamed or upset and there is that "sicky" feeling with or without vomiting, and headache, one of the first foods that the patient feels he can't eat is fat of any kind. Now if the gall bladder is to be kept healthy and empty itself regularly the best way to do it is by eating fat—butter, cream, fat meat, egg yolks—regularly. Thus fat is a good food when the liver and gall bladder are in the normal condition, but add insult to injury when liver and gall bladder are upset. However the fact that the gall bladder is upset is likely due to the fact that too much rich fat food has been eaten. Unfortunately when too much rich food has been eaten it is usually the case that little or no exercise has been taken. And it is exercise any movement of the middle part or trunk of the body, that helps to keep liver and gall bladder active.

One of the reasons that it is believed that the liver and gall bladder are at fault in train or sea sickness is that fat foods or rich desserts are particularly objectionable to the sufferer. Thus the thought in acute cases of gall bladder disturbance is to give the gall bladder a rest by withdrawing fats, meats, and acid fruits from the diet. The gall bladder must be relaxed, be able to empty itself freely without fats, and so nearly everywhere now the old-fashioned Epsom salt—magnesium sulphate—is being used with good effects. Until recently it was customary to give a grain of calomel, followed five or six hours later with Epsom salts in all these "bilious" cases. The calomel in the case of adults was divided into one-quarter grain doses, a dose every hour for eight hours; followed the next morning by a dose of Epsom salts. With children a smaller total dose was given in one-tenth grain doses. Some years ago a method of draining the gall bladder was being used whereby a small tube was put down the throat, and allowed to rest on the shelves of the stomach; the small intestine, Epsom salts in solution were poured down the tube and a few minutes later the individual laid down with his head low, and the salts and bile emptied from his gall bladder flowed out of the tube. This method is not used as much now as it has been found that simply taking the Epsom salts by mouth is sufficient.

In Britain trade is good, and getting better. There is no mistaking the immense new boom. Exports are £30,000,000 up on the year's business, imports 25,000,000 pounds up, re-exports 4,000,000 pounds up. The total figures of each branch of the nation's trade are the highest since 1931. Not even "sanctions" against Italy, which means stopping trade with Italy, have been able to wreck recovery. Labor critics of Government no longer deny the improvement. That "collapse of capitalism" so confidently foretold by Sir Siford Cripps has been most unaccountably postponed. Labour's future fate will be to be taken over by a better share in the benefits of capitalist recovery. There will be wile tactics.—London Daily Express.

If Canada should borrow two hundred million bushels of wheat from Great Britain, the front page news, calling for large headlines, since Canada has plenty of wheat, and Britain has not, the transaction would excite interest everywhere. Both Ottawa and London would be busy issuing explanations. France is proposing to borrow two hundred million dollars in London. France has plenty of gold, but for generations has proclaimed to be money, and the only kind of money worth anything. Britain has so little that its money has been dissociated from gold and is not redeemable in that metal. And—of all reasons—the reason advanced for this proposal is that France can borrow money in London at 3 per cent but would have to pay 5 per cent in Paris. How comes it that France, with perhaps one-third of the world's gold supply on hand, finds it cheaper to borrow money in a country that divorced from gold by gold hoarding, did not have gold, and somebody ought to take time out and tell us how that happens. And—while he is at it—tell us what use gold is for monetary purposes if a country that has so much gold cannot supply itself with money.—Edmonton Bulletin.

The assembled representatives of rural municipalities declare that persons on relief should be deprived of the franchise. They claim that persons on relief should not be allowed to vote on money expenditures. Nobody, as it is, can vote on money bylaws except owners of property. What more do they want? It is a wiser course not to disfranchise the unemployed, not to deprive them of the constitutional means of seeking to improve their lot, nor drive them into unconstitutional expedients. They may grow more and more numerous and it would surely not be advisable to deprive a class which may ever grow more and more numerous, of all constitutional expedients by which to improve their state.—Toronto Daily Star.

Vancouver Island in the last twelve months had the largest tourist travel ever recorded in any single year with the exception of the peak years of 1929 and 1930. Nearly 27,000 motor cars came here and, based upon the reports 1,569 visitors who gave detailed accounts of their expenditures, it is estimated that the total sum expended by tourists during the season exceeded \$2,265,000 to which must be added some \$40,000 invested by them here. The aggregate expenditure of the bureau was \$24,389, or just over one per cent of the total spent by visitors. This means that for every dollar of Bureau outlay \$100 of new money went into circulation on the island through tourist travel.—Victoria Colonist.

So many things are being obtained from coal that it is not surprising when some new product is brought to light. The Imperial Chemical Industries has been working in its laboratories for some years and has developed a substance from coal, to which it has given the name of "perapex." This is just as transparent as glass, but has a far greater tensile strength, and only half its weight. Perapex has been found to be an ideal

That Body of Yours

By James W. Barton, M.D.

RIDING THE BLACK HORSE

Sir,—The Guardian of the 29th contained a few resenting words from the "Black Horse" in Searletown condemning our new Premier in his choice of a colleague in the Legislature. Now the "Black Horse" should know by now that our Premier does not have to call on him to help choose a man to fill the vacancy. The Liberal convention named their man at Bedeque and made a choice worthy of praise in picking Mr. Wright, who can ride the "Black Horse" no matter how he bucks.

A JOCKEY

Searletown, March 3. Sir,—We the members of Bedeque Study Group wish to express our deepest appreciation of your through the Carnegie Library.

After the War, the King never lost his interest in aviation, and during his tours in Africa, and South America, especially, he was keenly interested in the problem of whether Barker would still be in the air. His majesty was very grieved by the death of this great pilot and great fighter.

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FRANK COSTLY

(Mail and Empire) Major-General John Haggod, one of the chief officers in the United States army, has been relieved of his command at the direction of the President. He is now at home awaiting further orders, and probably does not know whether he may be transferred to some less important post than the one he occupied. His offense lay in a criticism of some features of the administration when he appeared as a witness before the House committee. He then said that "W.P.A. funds were slung money, and that you can't get anything for it." He also defined "hard" money as money coming from regular budget sources and "easy" money as that distributed by the numerous spending departments set up under the N.R.A. and other boards. "These undoubtedly were strong words when coming from an army officer who is not supposed to say anything that might have a political effect."

KIDNEY ACIDS

Many people never seem to get a good night's rest. They turn and toss—lie awake and sweat. Often they blame it on "the flu" when it may be their kidneys. Kidneys filter poisons from the blood. If they are faulty and fail, poisons stay in the system and cause headaches, backache, often fever. If you don't sleep well, try Dodd's Kidney Pills—follow a half century the favorite remedy. 103

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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.

King Edward VIII's Aviator

(Edinburgh Scotsman).

In spite of strenuous propaganda, travelling by air is not yet a British national habit, and the number of people in the British Isles who have never yet flown in an aeroplane runs into millions. The great mass of the public are not yet fully convinced that flying is safe. Consequently there prevailed unbounded admiration mingled with a little concern for the Heir to the Throne when he made an aeroplane his favorite means of transport.

King Edward's enthusiasm for flying is genuine, and there are few private owners of aeroplanes in Europe who know more about the technical side of aviation or who fly as frequently as His Majesty. It was during the War that he made his first flight, although the fact was never realized at the time, that he was the first King to fly the air by stealth. He paid an "inog" visit to an aerodrome near London, and when straggling around observed a young officer about to take off with his machine. "What about taking me up?" he asked joyfully.

"Right, old bean; jump in," replied the other youth "I ought to have another chap with me, anyway." Totally unaware that his passenger was the Prince of Wales, the pilot made a graceful landing on the airfield. The Prince over twenty minutes. When they finally landed, the Prince thanked him and stood chatting for a few minutes. Suddenly a scared staff officer approached. The young pilot nearly collapsed when he heard the name of the aviator. "You're Royal Highness," he was severely reprimanded later by his superiors, but he was consoled by a pair of cut-links which the Prince sent him.

Another very good story comes from the war, the great "Ace," Colonel Barker, V.C., after being in a fight with 60 planes, was shot down with his left arm gone, and both legs and nose broken. The Prince of Wales visited him in hospital in England and the object of whether Barker would still be in the air. His majesty was very grieved by the death of this great pilot and great fighter.

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An Admirals Anchorage

(Ottawa Journal)

So that old sea-dog, Admiral William ("Billy") Balfour, goes to the Senate, Ah, well, it is a soft age, and we suppose what's happened to him is symptomatic. Yet we'll find it hard to think of the Admiral's sea legs curled under the Senate's red cushions, and even through he takes the salt and whitecaps of Newfoundland's banks with him, he'll never be the same. He was such a grand old sailor! Always we thought of him not as a politician at all, but as Admiral of Lundenburg's famous fleet, brave to weather the strongest gales that ever the winds did blow; and it's hard to think of him now in safe anchorage, sort of saying to Mr. King:

"O Pilot! 'tis a fearful night, There's anger on the deep." Yet we wish him well. As he bids farewell to wind and rain, doffing his old "sourd" we hope he'll be happy if not heroic. Admirals after all, should have some review and if we can't make them Ministers or even Speakers—well, there's the Senate. Didn't Mr. King tell us he was going to reform it? And without saying how?

Yes, the Admiral Duff hauls down the flag, a salute to him. John Pearson's glided ceiling will seem strange to him, and he used to the sky, and those thick red carpets a far cry from the quarter-deck of the flagship of his Lundenburg fleet. But worse ports have been made—in a storm.

His Majesty devoured all the aviation textbooks that were available and although they were heavy loaded with mathematics and kindred subjects, he mastered all the most important points before many months had passed. In mid-October, 1929, a lone F.A.F. plane gracefully rose one morning and was soon lost from view in the heavy clouds. It was the King, then Prince of Wales, and it was a very jubilant aviator who returned to earth twenty minutes later, safe and sound. His first trip as a pilot had been an unqualified success, and from that day on to this the love of the King for flying has never waned but has increased with the years.

"With ardour to the skies" is the English rendering of the Latin motto of the R.A.F. and no one lives up to it more than King Edward. He was the rank of an Air Marshal in the R.A.F.—a distinction which he privately considers to be superior to his other Army and Navy honours! The King has been in the air on every type of machine, and as soon as he hears of a new design he hurries to inspect it.

When the mammoth German flying-boat the Dornier "D.O.X." visited the Solent, the King flew to see it, and was the first Englishman to pilot this modern wonder, which he flew for twenty minutes at top speed. Captain Metz, the commander, is no "gusher" and when he warmly congratulated His Majesty on his feat, the modest Royal airman flushed with genuine pleasure.

(To Be Continued)

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