

THE CHARLOTTETOWN GUARDIAN

Morning Daily (founded 1887) \$5.00 per year (in advance) delivered. \$4.50 per year (in advance) mailed in Canada and United States.

President—W. Chester S. McLure. Vice-President—J. E. Burnett. Editor and Manager—J. E. Burnett. Associate Editor—D. K. Currie. Secretary—Lieut. Col. D. A. MacKinnon, D. S. O.

TUESDAY, AUGUST 16, 1927

WELCOME TO PREMIER BALDWIN

THE people of Charlottetown and of the Province will extend a hearty welcome to the distinguished statesman, the Rt. Hon. Stanley Baldwin, Premier of Great Britain, on his arrival here tonight. Every one who reads the newspapers knows Premier Baldwin and honors him as one of the British Empire's strongest and steadiest statesmen, one of the typical Britishers who have held the helm of the Imperial Ship of State and brought her safe to port through every storm. He is the first British Premier to visit this country and, for that reason as well as for his outstanding position in the Mother of Parliaments, everyone will want to see and hear him. There will be ample opportunity for this tonight as His Honor Lieutenant Governor Hertz, with his usual thoughtfulness, has made every arrangement to make the reception and the peoples' welcome the success it deserves to be.

Three hearty cheers and a tiger on Premier Baldwin's appearance on the balcony of the Provincial Building when introduced by His Honor the Lieutenant Governor will be the only means of expressing the united welcome of our people and we trust it will be given with hearty and stentorian good will. We are usually too reticent in our cheering, let a new record be made tonight in cheers which will be heard all over Canada and as far as the radio waves can carry it. It will be a part of Canada's welcome to the great British Prime Minister and statesman.

To avoid congestion and confusion at the Railway Depot, only the official cars for the visitors will be allowed on Weymouth Street between King and Water Streets. At the Provincial Building, during Premier Baldwin's speech autoists are asked to park their cars before the proceedings on the balcony begin and it is unnecessary to add that all are expected to maintain a respectful silence during the speeches so that the whole audience shall be able to hear all that is said.

The only regret in connection with this visit is its brevity but this was unavoidable as the whole itinerary had to be conducted on scheduled time to the minute. It is expected that there will be a large attendance from the country sections and the whole city will, of course, be present.

THE LESSER OF TWO EVILS

All is now set for the completion of the Hudson's Bay Railway and its Hudson's Bay terminal. Mr. Frederick Palmer, the British engineering expert on harbour construction, called in by the Federal Government to select one of the two ports heretofore in the limelight, has given as his opinion that Port Churchill is less objectionable than Port Nelson as a possible terminal and the government has agreed to go ahead with the project. The Hon. C. A. Dunning, Minister of Railways, has stated that Mr. Palmer's selection will be accepted and that work should be directed to are the Con-will, at once be started to make federation Chamber with its tablet Port Churchill the regular terminal commemorating the birth place of for the railway and the fleet of Confederation in the Provincial ships that are supposed to carry Building; St. Dunstan's Cathedral; the products of the western prov-St. Peter's Chapel with its paintings to Europe.

The engineer's opinion covers of Wales College, St. Dunstan's only the relative demerits of the University; Old Government two ports and in no way assures House; the Governor's private residence the profitability to the country; the Experimental Station of the undertaking. Many men of And there are many private residence experience both in navigation and grounds which are well and transportation have graves worth seeing.

doubts as to the success of this much discussed route. The only certainty connected with it is that it will cost the country something like a hundred million dollars before its practicability can be established and with very reasonable doubt, that it shall ever be approximately practicable. Ships of special construction will be required, and these must be provided by private interests. Insurance on ships and cargoes will necessarily be high and there seems to be little inducement calling for investment in ships. However, the country is committed to the project and will spend many millions of dollars to ascertain whether there shall ever be any use for the road or the terminals.

The Hudson's Bay Railway, with its tremendous cost, is the price of western political support, to be paid by the rest of Canada for an undertaking which, even if it is successful, will be of no benefit to any but the three prairie provinces.

That Port Churchill, which Mr. Palmer declares the less objectionable of the two has some advantages over Port Nelson, may be inferred from the fact that the latter requires twenty six miles of dredging every few years to enable ships of any considerable size to enter. Just what disadvantage or difficulties are to be encountered in preparing Port Churchill for the expected traffic is not clear. As already stated there is one and only one certainty in connection with the whole project and that is that it will cost more than Canada can afford with strong probabilities that it will be worth little when finished.

STATISTICS NEEDED

THE question is often asked, how much does Prince Edward Island buy and how much does it sell in the course of a year? Are we growing richer or poorer? We form a general idea once a year of the value of our farm crops, of our fisheries and our fox ranches. Outside of these our production is negligible. We buy yearly immense quantities of coal, dry goods, groceries, hardware, farm implements, machinery of all kinds, automobiles and even cattle and horses. Where does all the money come from for these purchases? As already stated our only sources of production, apart from a few thousands of dollars in federal salaries, are our farms and fisheries and fox ranches, and evidently these must pay all our bills for imports. It would not only be interesting but very valuable to know even approximately how the balance stands between actual production and actual buying.

We produce millions of dollars worth; we buy millions of dollars worth. A bureau of statistics showing our production and purchasing would prove of inestimable value and would be the best paying advertising scheme possible. Why not make a move in this direction?

EDITORIAL NOTES

Among the places of interest in Charlottetown which visitors will be accepted and that work should be directed to are the Con-will, at once be started to make federation Chamber with its tablet Port Churchill the regular terminal commemorating the birth place of for the railway and the fleet of Confederation in the Provincial ships that are supposed to carry Building; St. Dunstan's Cathedral; the products of the western prov-St. Peter's Chapel with its paintings to Europe.

The engineer's opinion covers of Wales College, St. Dunstan's only the relative demerits of the University; Old Government two ports and in no way assures House; the Governor's private residence the profitability to the country; the Experimental Station of the undertaking. Many men of And there are many private residence experience both in navigation and grounds which are well and transportation have graves worth seeing.

Notes by the Way

THAT Premier Rhodes will invite Hon. William Chisholm, leader of the Opposition in Nova Scotia, to join him in attendance at the Conference of Provincial Premiers to be held in Ottawa in October, is announced in a Canadian Press despatch from Halifax. The despatch goes on to state that it is understood that the Premiers of other provinces will also invite the leaders of their respective Opposition parties to attend the Conference. How far the latter statement shall be fulfilled we do not know, but there is something to be said in its favor, provided that the right to vote be confined to the Premiers then in office. It is the Premiers who have the expressed confidence of the people in their respective provinces, but it would seem that more light will be thrown upon existing conditions in the discussions both the representatives of the "Ins" and the "Outs" are permitted to express their views before the Conference. This may be debatable, but it may be well to remember that the Opposition of today may presently be the party in power in several of the provinces.

Premier Ferguson of Ontario has however pointed out that hitherto the Conference has been attended by only the provincial Prime Ministers and that fact is apparently intended as an intimation that Premier Rhodes' proposal is not likely to be entertained. Either all or none of the Opposition leaders can be permitted to attend the Conference and hence the proposed innovation is not likely to succeed.

The last week-end was remarkable for the number of Transatlantic air-flights either projected and ready to start or actually begun. Ten were ready to start from Europe. Five planes were ready to leave from France, four from Germany, and Courtney of Britain was ready to leave at any moment on Friday last if weather conditions permitted. It was noted that practically all of these had New York as their objective, but some might try to make Cleveland or Philadelphia their terminal point in order to win the extra prizes offered by those cities.

Most of the fliers prefer the northern route across the southwest corner of England and Ireland to Newfoundland, but a few are contemplating the southern route via the Azores and thence across the broad part of the Atlantic to New York. Both monoplanes and biplanes will be utilised by different fliers, with engines of from 500 to 1,000-horse-power. There have been a rather unusual number of fatal accidents among the fliers of late, but to the birdmen the element of danger operates only as a lure to new and hazardous adventures.

"One night some weeks ago," says Unity, "a crowd of 50,000 persons had gathered in New York City to witness a prize fight. It was a throng typical of the crowd that usually attends such events—business men, pugilists, a few women, race track touts, gangsters, a varied mass of humanity, with the 'hard-boiled' element predominant. An announcement was made throughout the audience: 'Charles Lindbergh was 300 miles out over the Atlantic, attempting to fly to France! Then the official announcer made a request that was probably without precedent, an amazing request. He suggested to the audience that they stand in a moment of silent prayer for the success of the greatest fighter of them all—Lindbergh, and every person in the vast crowd responded.'

There is much more in the story of "How Lindbergh found his wings," to which we may refer later but space will not permit today.

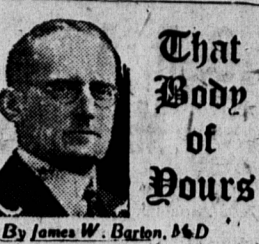
HOUSEHOLD SCRAP BOOK

By ROBERTA LEE

Dress Patterns
Give each pattern a number. Mark this number on envelope and on each separate piece of the pattern (both sides). This system will save much time and annoyance should the patterns become mixed.

To Make An Ash Stain
An ash stain can be made by mixing 1 quart of boiled linseed oil, 1 quart of turpentine, 1 pint of white, 1 level tablespoonful of raw sienna.

Kitchen Convenience
A small step, kept in a convenient place, to reach the higher shelves in the kitchen and pantry, will do away with stretching.



That Body of Ours

By James W. Barton, M.D.

THE FAST HEART

One of the causes for the rejection of recruits for the army was very rapid beating of the heart. Although 72 to 76 beats is considered normal, allowance was made for excitement and nervousness, and if the heart was over 90 beats, the candidate was allowed to sit down for a few minutes until he "quieted down."
Now some individuals have hearts that always beat rapidly, and they seem to get along all right. However even in these cases regular daily exercise will often slow down the heart by 10 beats in a few months time.

Formerly we frequently heard about hearts being worked so hard that they became greatly dilated, and these were called dilated hearts. Since the advent of the X-ray fluoroscope, and these supposed dilated hearts may be seen, it is found that they are very rare indeed.

Why?
Because Nature looks after us by increasing the power and rapidity of the heart beat, so that the heart is enabled to do the work without having to enlarge itself or become dilated.

And what about these hearts that beat more rapidly than normal even when no exercise is being taken?
Here again Nature does her work in the same efficient manner.

Drs. H. J. Stewart and J. H. Crawford of New York City, have been investigating this matter of the naturally rapid heart. They found that when the heart was beating very fast, but with a regular rhythm, there was an actual decrease in the size of the heart, whereas where the heart was fast but irregular, due to the different parts of a certain chamber of the heart not working all together, they found that the size of the heart remained the same, or was increased.

This means then that folks with hearts that beat rapidly, but regularly, are being taken care of by Nature decreasing the size of the heart. Football players, boxers, in fact most athletes get the heart slow and strong by "road work," which means slow running on the road.
Jogging one or two hundred steps slowly in front of your open window morning and evening, should give you the slow, strong, regular heart.

FOR THE SCRAP BOOK

A SERIES OF LITERARY QUOTATIONS FOR BOOK LOVERS

Tuesday, August 16th. St. Roch's Day. Thomas Fuller died, 1661.

THE LOVER:

I wonder, by my troth, what thou and I
Did, till we loved? were we not weaned till then?
But sucked on country pleasures, childishly?
Or snored we in the Seven Sleepers' den?
—Twas so; but this, all pleasures fancy's
fancies be;
If ever any beauty I did see,
Which I desired, and got, 'twas but a dream of thee.
—John Donne (1573)

A GREEK CONCEPTION—

Your prayers move us, (the gods) as the songs of the birds move you, according to our mood; we find them painful or agreeable, and in either case pass on, thinking of serious matters, that is to say of the living of our own lives. The gods, my friend, are selfish, and, if they busy themselves with men, it is from caprice, in order to vary their pleasures. Your joys, to tell you the truth, touch us more nearly than your sorrows, and, if we had the power, we would more willingly send you happiness than the happy than joys to the doleful. For we hold in great scorn intellectual disorder, and unbalanced sensibility.
—Remy DeGourmont.

Daily Selections FOR Guardian Readers

August 16, 1927

THE BEAUTY OF THE LORD:
—Let the beauty of the Lord our God be upon us; and establish Thou the work of our hands upon us; yes, the work of our hands, establish Thou it. Psalm 90:17.

PRAYER: "Lord, make us beautiful with the beauty of holiness."

BE NOT DISMAYED
(Edwin Gordon Lawrence in Boston Post.)

Dark though the clouds of doubt o'er you hover,
Thick though the shadows of sorrow may seem;
Keep to your faith that the sun is still shining—
That somewhere his brightness and beauty may beam.

Somewhere the pathway of life may be stretching,
Safely the road that the days have worn away;

PRINCE EDWARD ISLAND AS A TOURIST RESORT

Some interesting and delightful locations described for Guardian Readers.

(By Harold Messervy)
STANLEY BRIDGE—BAY VIEW—CLIFTON

Stanley Bridge is a prosperous little village, which lies on either side of the valley through which flows the tidal stream variously known as "Mill River" and "Trout River" on different maps. Driving slowly over the bridge which spans it here, you can get an excellent view of its extent. It has about it all the atmosphere of quiet beauty, to which we who live here, are so accustomed, that perhaps we hardly appreciate it as we should. Yet when we are away from home, we feel its absence so, however gracious the land in which we may reside.

Its charm wraps itself subtly about our hearts, like the endurings of an old and well tried friendship. All too lightly worn, these bonds, while we are with such friends. But let us be parted from them for a time—it is different then. We discover that we have never valued their companionship at its true worth. It is during their absence, that all our little carelessnesses toward them come into our minds; we think of the many ways in which we have fallen short. But these bitter sweet reflections have their compensations—they make the joy of reunion all the greater. Of a like sort are the emotions which rise in the bosoms of her sons who are far away when they think of their Island home.

So, looking toward the south, we see the rounded hills on either side curve to the waters at their feet. The slopes are well cleared—only a few trees here and there. And they are green with the promise of a bounteous harvest. Far up, a wooded point, juts out obtusely into the stream, and cuts off our view. It is quite a high point; down its flanks the thick growth of the trees comes down nearly to the waters of the estuary. Turning our back on this, toward the north, the inlet broadens out into New London Bay, sparkling sapphire to the Summer skies behind its seaward ramparts of high grey sand hills.

This bay has been known at different times under four distinct names. The Mic Macs called it "Kijiboogwek." And very aptly did they name it, for the meaning is "enclosed." The French, as was often their custom, used the Mic Mac name, altered somewhat to suit their system of spelling and phonetics. "Quinibougat" is the name as it appears on the Bellin map. This incidentally, is the first chart of our province which made any pretensions to completeness. It was prepared by Nicholas Bellin, a French hydrographer, for Charlevoix's "Histoire Generale de la Nouvelle France," which was published in 1744.

Holland, as usual, called it after an eminent personage. "Grenville Bay" was the name he gave on his map, presumably in honour of the Rt. Hon. George Grenville, who, from 1763 to 1765 was first lord of the Treasury and Chancellor of the Exchequer. His

Yet in the distance above the horizon Behold you the hopes of another fair day.

Strive with your might—though you prove not the victor;
Be not cast down—though the battle be lost;
Face all your doubts with the wisdom of patience;
Bear all your burdens—whatever the cost.

He, and he only, is truly triumphant,
He, and he only, can victory sway.
Who, never dismayed, but manfully fighting,
Seeks new opportunities with every new day.

DAILY LESSONS IN ENGLISH

By W. L. Gordon

WORDS OFTEN MISUSED:
Don't say "I purposed a change in the constitution." Say "proposed."
OFTEN MISPRONOUNCED: cabriolet. Pronounce kab-ri-o-la, first syllable as "cab," i as in "it," u stressed, last syllable as "lay," accent last syllable.
OFTEN MISPELLED: vicinity; three i's.
SYNONYMS: shine, glow, glitter, sparkle, gleam, scintillate, blaze, dazzle, radiate.
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: MINUTE (adj.); exceedingly small; less than a minute. Details and explanation of this word.

sister Hester married a great statesman—no less a person than William Pitt, the elder, first Earl of Chatham. On many of the maps following Holland's the estuary was known as Grenville or New London Bay, but of late "Grenville" seems to have been dropped, and on the later publications New London Bay alone appears.

Looking near at hand, on the beach by the north approach to the bridge, grows a plant which may be of interest to the lover of wild flowers. It is the Beach Pea (Lathyrus Maritimus), the flowers of which, borne in clusters on the end of a stalk from three to four inches long, are very handsome. In form they are like those of the Sweet Pea though of course, much smaller. The petals surrounding the keel are dark purple, white the standard is of a lighter shade—in some cases almost a mauve—but beautifully veined with lines of the darker colour. The resemblance these blossoms show to those of the Sweet Pea, both in form and colour is not accidental. The two plants are very closely related, belonging as they do to the same genus. The species, however, from which our delicately scented garden plant was developed comes, I believe, from the shores of the Mediterranean.

At Stanley Bridge, the "Bennett" offers to the tourist that high standard of accommodation, with the best of home cooking, all visitors to our shores have learned to expect. Delightful motor boat trips may be made to pleasant nooks up the Mill River, or out on the calm waters of New London Bay. If you are an angler, sea trout are plentiful in the estuary, and about New London Harbour. And of course if you would like to try your hand at deep sea fishing, and experience the thrill of landing a fifteen pound cod—that may be arranged too.

From Stanley Bridge, the road climbs a steep hill, and swings off towards Clifton, about three miles distant. This little hamlet lies on the east bank of the South West River, which like Mill River, flows into New London Bay. Long before we have reached the village we catch sight of the square tower of Clifton Church, standing out clear among the fields, when the road climbs to the crest of a hill, only to be lost to sight again, as we slip down into a lovely little valley, or seen indistinctly and fleetingly glimpses through the roadside trees which fly past us as our car rolls on. This church tower is really quite a landmark here; you can see it from all roads as they approach Clifton and from over the South West River.

Clifton too, has its bridge, which lies at the foot of a steep hill, the road having a sharp turn to the left at the bottom before going on the approach. Don't go down this hill very fast unless your brakes are in the best of order, otherwise you may come to grief in making the turn. Here, too, is a wharf with its four or five motor fishing boats tied up to it—unless they have business out in the gulf. And perhaps one of the few small coasting schooners, which still ply their trade about our harbours may be moored here as well.

Across another long bridge, spanning the South West River, our road goes now. For some distance it skirts the shore of this estuary the largest of the tributaries to New London Bay. Delightful glimpses of the latter are to be had from various points along this road as the car rolls on; now the white sandhills, again the distant shore fit into the field of vision at some curve of the road—only to vanish an instant later behind a screen of trees. A little farther along, on our left we notice a building which in its architectural style and general appearance resembles a very large, old fashioned farm house. But it has a strange appearance. A sort of wooden tower, not much higher than the crest of the gable stands some little distance away from the building. It has obviously been built much later than the latter. One might easily be at a loss, on first seeing this structure, to guess what purpose it may serve; but some latticed openings at the top supply the clue. It is a belfry, and the edifice near at hand is an old church, built before people became obsessed with the Gothic conceit of piercing the walls of their wooden places of worship with pointed windows.

How much more solemn and appropriate are the honest, square headed windows and doors of this old church. Why any one should

The Better Things in Life LEISURE! Comfort in your old age depends largely upon your foresight in providing for it now. This Bank will welcome your Savings Accounts—deposits may be made by mail when desired. The BANK OF NOVA SCOTIA ESTABLISHED 1832 Capital \$10,000,000 Reserve \$19,500,000 Resources \$245,000,000

Low Mortality. The Great-West Life selects its risks with extreme care. Its low mortality contributes to the liberal profits enjoyed by participating policyholders. THUS REDUCING THE ACTUAL COST OF PROTECTION. Great-West Life ASSURANCE COMPANY

HYNDMAN & COMPANY LTD. Provincial Managers Agents At All Principal Points.

The Land We Love By Frank Yeigh CANADA'S GOOD ROADS Q. What is Canada spending on good roads? A. Canada spent, in 1926, federally, provincially and municipally, \$45,500,000 on 5,798 miles of roads, while plans for the future involve even larger outlays and increased mileage, especially to facilitate motor traffic.

To LADIES Take Our Herbal Remedies Book on Skin Diseases. New Treatise on Chronic Disease by Herbal Remedies. Pamphlets on Loss of Manhood and disease of men. Booklet on Female Ills and advice free by mail. 30 years experience. (Without criticizing or disparaging your doctors write us before losing hope.) Treatment by mail our speciality. English Herbal Dispensary Limited 1389 Davie, Vancouver, B. C. Canada's Oldest Herbal Institute

EYES TESTED AND Glasses fitted by scientific methods. E. W. TAYLOR AND J. S. TAYLOR Registered Optometrists 142 Richmond Street

Professional Cards Dr. C. C. Archibald Graduate of N. Y. Post Graduate Medical School and Hospital Practice limited to Eye, Ear, Nose and Throat Testing Eyes and supplying Glasses Office, Bayer Building Great George Street Office Hours: 9 to 12:30, 2:30 to 5:00

McLeod & Bentley J. A. BENTLEY, W. E. BENTLEY, K. C. Barrister and Attorney-at-Law Office: 180 Richmond Street MONEY TO LOAN Charlottetown, P. E. I.

McDonald & McPhee B. A. J. A. McDONALD H. F. MCPHEE B. A. Barristers, Attorneys, Etc. Money to Loan.

Mark R. McGuigan B. A. BARRISTER, SOLICITOR, ETC. Money to Loan. Cameron Block, Charlottetown, P. E. I.

ABSOLUTELY FREE With every order sent in during this month for a suit or top coat made to your measure in any style and fit guaranteed at list price. A set of safety first lightning protectors and suit hanger free. S. F. TARBUSH

For Weak Stomachs For loss of appetite, weak or disordered stomach you need Even's Stomach Mixture. This is a preparation that strengthens and tones up the entire digestive system, strengthens the stomach and improves the appetite. It has worked wonderful results in hundreds of cases and is endorsed by every one who has ever used it. Try a bottle 85c

The 2 Macs DRUGSTORE 140 Great George Street Phone 315