

THE CHARLOTTETOWN GUARDIAN

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TUESDAY, AUGUST 30, 1927

PROVINCIAL PREMIERSHIP

THE Guardian learns with regret that Mr. Saunders was unable to assume office yesterday as anticipated, being still in very poor health. This unexpected development has caused a good deal of anxiety, and already there are speculations whether Mr. Saunders' medical advisers will permit him assuming duty at all. In that event there must be a reshuffling of offices, and the likelihood is that the portfolios will be rearranged and reassigned as follows:

Premier, Hon. W. M. Lea; Attorney-General, Hon. G. S. Inman; Minister of Agriculture, Hon. David Macdonald; Minister of Public Works, Hon. J. P. McIntyre.

GEOLOGICAL SURVEY.

AS stated in a recent issue of The Guardian, Mr. Hoyells Frechette, Chief Engineer of Ceramics and Road Material, of the Department of Mines Branch, Ottawa, is at present in the Province for the purpose of making a survey, chiefly, of the clays and shales, if any, in the province, suitable for road-making. It has been announced that Mr. Frechette's survey is expected to occupy some three weeks. While the particular object of the survey is to ascertain what material, if any, is available for road-making, a very necessary thing to find out but a three weeks survey even for that would appear to the ordinary geological mind a very brief and unsatisfactory one.

Sir Andrew Rae Duncan, in his report of the Royal Commission, said: "The geological surveys of New Brunswick and Prince Edward Island, made many years ago are very incomplete in the light of recent knowledge although the general survey of New Brunswick has been sufficiently extensive to satisfy present demands. We recommend that the Geological Department undertake, as soon as possible, a more detailed survey of New Brunswick and an exhaustive survey of Prince Edward Island for the purpose of re-mapping this province, of investigating its mineral deposits, and materials for road-making and of examining the possibilities of its clay resources. It should be remembered, however, that it is not the function of the Geological Survey to undertake work which more fittingly belongs to the prospector and is within the sphere of the provinces themselves."

The last and only geological survey of Prince Edward Island was made in 1871 by the late Sir William Dawson and paid for by the then provincial government. There is no geological map of the Island and absolutely no knowledge of what is hidden beneath its surface. It was in order that some knowledge of this might be obtained that the Royal Commission recommended that "an exhaustive survey" be made. It was assumed that the province was entitled to such a survey and that it was the business of the Mines Department to make it.

An "exhaustive survey" even a survey which will give any definite information, positive or negative, cannot be made in three weeks or even in three months by any geologist no matter how well qualified he may be. It is hoped, therefore, that the present flying visit by an eminent engineer in ceramics will not be mistaken for the "exhaustive survey" recommended by the Royal Commission.

We have much pleasure in welcoming Mr. Frechette to the province and we trust that his short visit is but preliminary to the "exhaustive survey," which has long been looked forward to as a much needed examination of our soil and what it may or may not contain.

OUR ROADS.

TRAVELLERS, east and west and crosswise of the province express considerable surprise at the number of men at present working on the roads. There is really nothing surprising about this. The men employed are no doubt reaping their reward for services rendered during the arduous days of the recent election. When all other employment fails, when all the jobs have been filled, some of them to overflowing, the road is still open to those "deserving democrats," who arrived too late to get in on more lucrative positions. As to the need of road work at present there is practically none. All travellers by the main trunk lines, tell us that the roads are really in excellent condition. The road from Charlottetown to Souris is declared to be almost equal to a surfaced road while that from Borden to Charlottetown and Summerside is almost equally good.

That an army of men should be employed in searching for holes to fill on such roads, especially at this season of the year, may puzzle the occasional traveller, and it should surprise our taxpayers, for the money expended is absolutely wasted. To fill a mud-hole with more mud is only adding mud to mud and can be of no use whatever to the roads which have been systematically dragged and smoothed all summer, and which, for clay roads, are really excellent.

The men working on the roads, no doubt, have earned the gratitude of the Government, but this gives the Government no valid reason to waste the taxpayers' money in providing work which is absolutely useless and wasteful.

CANADA'S MINERAL WEALTH.

CANADA'S wealth in natural resources, beyond coal and lumber, is only now beginning even partly to be realized. Our mineral wealth is simply astounding, although its exploitation has practically only begun. Some idea of the wealth already unearthed and of the possibilities yet in store may be had from the fact that metalliferous mines yielded a value of \$103,321,000 in 1911. In 1925 this had increased to \$226,583,000, and in 1926 to \$242,886,000.

When it is recalled that practically no mining on an extensive scale was conducted until a little more than a dozen years ago, and that the real mining fields are only now being discovered the possibilities which the future holds may well be regarded as unlimited. We have practically all the minerals in the world and from 80 to 90 per cent. of several of them. The mineral wealth of Canada promises in the near future to exceed the wealth of our forests and fields.

EDITORIAL NOTES.

The standing grain has been pretty badly tangled by the recent storm, but, we are informed, is rapidly regaining its feet in the bright sunshine and gentle breezes which have followed. When all is cleared up the effects of the storm will be much less apparent than was at first expected.

It now appears, according to the decision of Premier King, that the inter-provincial conference of Provincial Premiers is to be a close corporation at which only Liberal Premiers shall be present. Provinces the Premiers of which are Conservative will have no say in the discussion relative to the adjustment of provincial and federal government relations. It would appear that Conservative provinces are regarded as the "poor relations" of the federal government and they may expect the "poor relations" share of the crumbs from the banquetting board.

Notes by the Way

OTTAWA has two leading newspapers of opposite political opinions. The Citizen gives support to the King Government, while The Journal favors the Conservative Opposition. The citizenship of the Federal Capital and its newspaper readers embrace thousands of officials and employees of the Civil Service who are naturally much interested in the sayings and doings of Lord and Lady Willingdon, and these are by no means neglected by the newspapers, in their daily record of the social, political and other events as they occur. A few days ago the following item appeared in The Journal:—

"The Journal? I love The Journal!" said Lady Willingdon, as she chatted to a member of the staff of the newspaper while receiving yesterday afternoon at the garden party of the D.C.R.A. Then she laughingly added: "I read The Journal at 6.30 o'clock every morning with my breakfast. It comes to me on the tray with my cup of tea. And in the afternoon I enjoy your evening edition. What an amazing amount of interesting reading there is in it, from it I get interesting pictures of Canadian life that I value greatly. Look out. I see everything that you write."

It so happened that on the very same day the following was published in The Citizen:

"The Citizen? I love The Citizen," said Lady Willingdon, as she chatted with a member of the staff of the newspaper while receiving yesterday afternoon at the garden party of the D.C.R.A. Then she laughingly added: "I read The Citizen at 6.30 o'clock every morning with my breakfast. It comes to me on the tray with my cup of tea. Look out. I see everything you write."

Any newspaper man would be pleased to have the highest lady in the land say that she loved the newspaper in which he himself was most directly concerned, and it was quite natural that both The Journal and The Citizen should record the compliments paid them. But did either of the writers present at the party know that precisely the same happily phrased compliments was paid to the other? Probably not. Consequently both were equally elated until in the following morning when each had read his rival's account of the friendly chat. In any case the praise bestowed was so diplomatically balanced and coupled with the warning to "Look out," and neither newspaper could show reasonable cause for envy.

An unusual number of accidents to passengers on British railways have been recorded of late. Hitherto fatal accidents other than to employees had been very rare indeed. The train near Sevenoaks on Wednesday of last week proved fatal to 12 passengers and seriously injured 20 others. Unfortunately the late disaster was the third within nine months past. Within that period eight persons were killed and seven injured in one train disaster, and nine were killed and 50 injured in another. This contrasts strongly with the splendid record in previous years. No lives were lost on British railways in 1906, or 1910 and only one in 1925. In proportion to the vast number of passengers carried British railways have been the safest in the world and much freer from accidents than the railways of the United States or Canada.

The rate at which the provinces have loaded themselves with debt during the past quarter of a century seems alarming. In Ontario expenditures have risen from \$3,570,928, or \$1.64 per head of population in 1900, to \$51,833,183, or \$17.61 per head in 1926. In the same period the expenditures of the nine provinces collectively rose from \$13,080,147 in 1900 to \$148,454,395 in 1926. To meet their expenditures in 1926 Provincial Governments in Canada collected almost fourteen millions more than in the previous year. And borrowing has gone on from year to year at a like alarming rate. The direct liabilities of all the Provinces in 1926 amounted to \$885,967,551 and their indirect liabilities to \$210,000,000. And it should be remembered that almost 27 per cent. of the total revenues of all the nine provinces was required to meet debt charges. A billion dollars of provincial debts piled on top of the big load of Dominion indebtedness is not pleasant to contemplate.

The airplane, Pride of Detroit, which was seen by many of our people as she passed over Charlottetown at 10 o'clock on Friday morning made a very successful flight across the ocean to Harbor Grace, Newfoundland and thence to Croyden, England, where she arrived on Sunday morning. The Pride of Detroit, in charge of two famous fliers, Brock and Schlee, is out to break the record of flight around the world, and the further stops and starts of her long voyage which will be noted in the press, will be read with added interest here by those who witnessed her passage. The voyage has begun most auspiciously and all will join in the hope that it may be continued successfully to the finish without any mishap by the way.

Newfoundland suffered heavily in common with the Canadian Maritimes in the recent August storm. It is feared that heavy loss of life accompanied the wreck of much coast-al shipping. The Ancient Colony far out in the Atlantic, has a record of fogs and storms in the past, but never before were its weather conditions watched with such interest as since the Island has become a principal way station on the aerial route between the New World, and the Old.



By James W. Barton, M.D.

ANOTHER LIVER TEST

You've perhaps seen a friend or acquaintance with jaundice, a yellow appearance of the skin, which sometimes lasts for weeks. Now this discoloration of the skin, together with loss of appetite, dizziness, depressed feelings, is apt to alarm the family, as serious liver conditions such as cancer, and sclerosis or hardening of the liver may be suspected.

However Dr. D. T. Davies of England has been using a test for the liver that helps to clear up the diagnosis to some extent. You are familiar with the dye test for testing the condition of the gall bladder. Dr. Davies test is the use of a sugar preparation for testing the condition of the liver cells themselves. After taking a little over a half-teaspoonful, in a little less than a pint of water, samples of the venous blood are collected at half-hour intervals for some hours afterward.

In a normal person, the liver, if it is working properly, will gradually take this sugar out of the blood. In patients with obstructive jaundice, due to an obstruction but no interference with manufacture of bile, the sugar was taken out of the blood by the liver the same as in normal individuals.

However where there was an acute inflammation of liver, due to infection and causing jaundice, the liver failed to take up the sugar as rapidly, owing to the damage to the liver cells.

Similarly, in cases of cancer or hardening of the liver, the liver cells failed to do their work properly, and the blood showed the increase in sugar after taking the sugar solution.

What is this knowledge worth to us? Well if you are subject to attacks of jaundice, or if you are afraid there may be cancer or other condition damaging the liver cells, this test will help to make a correct diagnosis.

However the prevention of any of these liver conditions is to a great extent in your own hands. Rocking and bending exercises, rapid walking to increase the liver's pressure, against the liver, will stimulate action in the liver cells, and increase the flow of bile.

Daily Selections FOR Guardian Readers

August 30, 1927

MERCY'S UPLIFT.—When I said, my foot slipped. Thy mercy, O Lord, held me up. Psalm 94:18.

PRAYER.—Great God, Thy power alone can hold me fast.

THE JACK-OF-ALL-TRADES

Old Bill Jones—has weary bones And fingers cut and sore. He's blue and black and his aching back Seems to bother him more and more.

There's an ugly gash where a hammer smash Has flattened his good right thumb, And a ladder fell, and he sighs to tell That part of an arm is numb.

Now somehow Bill, as some men will Got the notion in his head, That he could do the work of a crew If only the books he read.

So he'll hammer and pound the morning round And labor to build a dock, He'll try a pipe and a joint he'll wipe Then try to repair a clock.

But something slips and his frail flesh rips Leaving many an ugly scar, And each plastered spot is proof that he's not As good as the craftsmen are.

And when old Bill Jones with his endless moans Comes telling his pains to me, By his bandaged hand; I understand That a plumber he's tried to be.

And I say with a grin as he ambles Well, carpenter, painter, too Tinsmith and roofer, piano mover How goes it with all of you?

Interest here by those who witnessed her passage. The voyage has begun most auspiciously and all will join in the hope that it may be continued successfully to the finish without any mishap by the way.

Newfoundland suffered heavily in common with the Canadian Maritimes in the recent August storm. It is feared that heavy loss of life accompanied the wreck of much coast-al shipping. The Ancient Colony far out in the Atlantic, has a record of fogs and storms in the past, but never before were its weather conditions watched with such interest as since the Island has become a principal way station on the aerial route between the New World, and the Old.

Baedeker's Guide World Renown

At once famous and obscure is the publishing house of Baedeker. It is accepted the world over as an institution of travel and general information, yet Henry Albert Phillips, now visiting in Leipzig, had considerable difficulty in finding where the little red books are published. He had also difficulty in persuading the Baedekers to submit to an interview. Though dealing in one branch of publicity they shrank from another. Writing in the New York Times he tells of telephoning the firm, and at first being refused. But this rebuff only worked Mr. Phillips to the chase, people shrinking from publicity being somewhat of a novelty to him. He finally found the street number and eventually the printing house. It was an old-fashioned mansion which from the outside gave no hint of activity. The name of Baedeker was to be seen inconspicuously on the door-plate. He entered and climbed up two flights of stairs, and after one more rebuff was admitted by Hans Baedeker, grandson of the founder of the business.

A Dynasty of Printers

The office in which the interview was held was like a print out of Dickens. Everything seemed old-fashioned and slightly musty and decaying. But in truth he was in the headquarters of one of the most flourishing printing businesses in the world. The old world atmosphere was created by the employees, nearly all of whom were veterans. Families have worked for the Baedekers as long as Baedekers have been printers and it is a long time. Diedrich Baedeker was a printer in 1680, and his great grandson, Gottschalk Diedrich, was the father of Karl, who made the name famous. Karl has been dead forty years, and his son who succeeded him twenty years. The business is now in the hands of the three grandsons who are men in middle age. How it came to be established was told by Hans Baedeker. His grandfather, Hans Baedeker, his grandfather had been fond of travel, and indulged this propensity on every opportunity. It was his methodical habit of making notes of what he saw, the train, road and coach service, the condition of the inns and other details which might help him revise in later years the pleasures or horrors of the particular visit.

Romance and Reality.

Some of his notes were made for the purpose of guiding other travelers in out-of-the-way places. Beside certain notations he set down the stars that are to be seen to-day as indicating something of special merit or interest. But the original intention was to comment on the inns which were not up to the mark. In 1825 Kark Baedeker had a considerable collection of these notes, mainly about the Rhine which at that time was the most popular intra-German route of travel. The Rhine had long been celebrated in romances, and a contributor to this body of legend was a professor named Klein, who had written a book describing his travels down the river. It was something of a rhapsody but Baedeker found in it a vehicle for presenting his own ideas as to what a travel book should contain. So when Prof. Klein died he bought all the rights to the book and proceeded to make it over nearer to the heart's desire. He kept on over-laying the romance with reality until in the end he had produced what is now known as Baedeker's guide to the Rhine River. At that time he had no idea of expanding outside of Germany. But the original Rhine book became part of a book on Germany and its success was such that Baedeker subsequently published travel guides covering Holland, Switzerland, the Austrian Monarchy, Venice and Croatia.

The English Edition.

In 1859 Baedeker made the acquaintance of a Scotchman, named Kirkpatrick, who suggested that he ought to publish an English edition of the book, and it was this suggestion that set the concern on its career of international fame. The first Baedeker guide in English appeared in 1864 and ever since has been the acknowledged standard. It is to his father that the present publishers give credit for most of the improvements made upon the original and the organization of the material familiar to users of the guide. It was he who moved the business from Coblenz to Leipzig, which was then becoming the publishing centre of Germany. At the same time Herr Wagner, grandfather of the present printer, moved from Darmstadt and joined forces with Baedeker. The warnings are the warnings of the Baedeker maps, a most important part of the book over which the greatest pains are taken.

DAILY LESSONS IN ENGLISH

By W. L. Gordon

WORDS OFTEN MISUSED: Don't say "the candy was divided between the four children." Say "among" when speaking of more than two.

OFTEN MISPRONOUNCED: glacier; gla-sheer, as in "day," as in "her," is preferred.

OFTEN MISPELLED: noticeable; cessation, discontinuance, intermission, suspense, suspension, pause, interruption.

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: FESTIVITY: gaily; merry-making. "But the coffee brought a spirit of festivity."

HOUSEHOLD SCRAP BOOK

By ROBERTA LEE

Jelly Making

Make a cheese cloth bag, put the fruit in and put bag and all into the kettle. Lift the bag occasionally while cooking to prevent it from sticking to the kettle. When cooked, lift the bag out and hang to drip.

Furniture Polish

Mix equal parts of turpentine spirits of wine, vinegar, and linseed oil. Shake well and do not use much at a time.

An Improved Dustpan

Bend the hollow tin handle of the dust pan to a right angle with the pan and insert a discarded broom handle. It avoids stooping.

Mine Disaster Hero

(British United Press.) LONDON, August 29.—An epic in the history of colliery disasters is recalled by the death of William Ravings, aged eighty-six, at Forth in the Rhonda Valley. He was one of the last survivors of the heroic rescue party at the Tynnydd Pit disaster fifty years ago, when four men and a boy were rescued from death after being entombed for ten days in a position of the gravest peril.

A deluge of water from the Old Haynes Colliery Mine broke into the Tynnydd Pit on April 11, 1877, and there was a terrible scramble for life among the miners working there. Four men and a boy, who were cut off, rushed up a sloping shaft to the coal face. The rapidly rising water approached to within a few feet of them, when it suddenly stopped in a glistening wall, kept back by the enormous air pressure. The entombed men were thus caught between the wall of water and the solid coal face.

Rescue parties heard their knockings, and set to work to cut through more than eight feet of solid coal that separated them from the entombed men.

Night and day the rescuers worked with feverish anxiety, until after a week of unceasing toil a small hole was pierced, through which it was hoped to send food to the entombed men.

The terrible force of the compressed air, however, which rushed out through the cavity buried stones and rocks in the face of the brave rescue party, and prevented any food being conveyed to the imprisoned men.

Another grave danger then faced the entombed miners. The lessening of the air pressure caused the wall of water which formed one side of their living tomb to advance toward them, but with a frantic, despairing effort they succeeded in blocking the hole with their clothes, and by preventing further escape of air stemmed the threatening flood.

Pumping gradually reduced the volume of water, and three days later the whole country was thrilled by the news that the entombed men, utterly exhausted, and with nerves utterly unstrung, had been rescued alive.

One of the entombed men, in his eagerness to escape through the hole made by the rescuers, was hurled in to it by such force by the tremend-

FOR THE SCRAP BOOK A SERIES OF LITERARY QUOTATIONS FOR BOOK LOVERS TUESDAY, AUG. 30th.

I strove with none, for none was worth the strife, Nature I loved, and next to nature, art, I warmed both hands before the fire of life; It sinks; and I am ready to depart. —W. S. Landor.

If literature and occupation with letters were not its own reward, truly they who seem to succeed might envy those who fail, for it is not wealth that they win as fortunate men in other professions count wealth; it is not rank nor fashion that come to their call nor come to call on them. Their success is to be let dwell with their own fancies, or with the imaginations of others far greater than themselves; their success is in living in fantasy; a little remote from the hubbub and the contests of the world. At the best they will be vexed by curious eyes and idle tongues; at the best they will die not rich in this world's goods, yet not unconsolated by the friendships which they win among men and women whose faces they will never see. They may well be content, and thrive content, with their lot, yet it is not a lot which should provoke envy, nor be coveted by ambition. It is not an easy goal to attain, as the crowd of aspirants dream, nor is the reward luxurious when it is attained. A yardland, usually fading and not immortal, has to be run for, not without dust and heat.—Andrew Lang.

The Land We Love

By Frank Yeigh

ONTARIO HYDRO-ELECTRIC POWER SYSTEM

Q. What is the extent of the Ontario Hydro Electric Power System? A. The Ontario Hydro Electric Power System, at the end of its 19th year, has a capital of \$278,135,299 of which the larger percentage \$203,442,758 is provincial and \$74,692,451 municipal. 500 municipalities are partners in the big enterprise. The aggregate peak load supplied by the Commission neared in 1926 a million horse power.

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LOVE AFFAIRS of MARRIED MEN

Among the numerous problems of life about which many people consult us, we are frequently asked for advice in the love affairs of married men and we always recommend

MOIRS CHOCOLATES

It is indeed a wise husband who remains a lover—and thrice wise is he who commands the love of his lady by the same means with which he first sought to win it.

So Moirs, we believe, should have the same place in the home as the drawing room. And Moirs is always fresh and delicious at

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First Showing of LADIES' NEW WINTER COATS AND FURS Look the new models over, the new fashionable plushes, the latest shades in Pin Points and Marvellas with fur collars and cuffs, in shades to match. Prices \$26.00 to \$59.00. New Tweeds in plain and check patterns. \$18.00 to \$28.00. Lovely new Furs in Hudson and French Seal, Persian Lamb and Northern Rat Coats. S.A. McDonald's The Island's Leading Store

HASZARD'S BRAHMIN TEA It's GOOD and good for YOU But, get it in the red, hygienic, airtight package. 9637-8-20-st.

ADDITIONAL GRAIN STORAGE. Additional grain storage capacity to the extent of 1,000,000 bushels is to be added to the Burrard elevator at Vancouver, B. C.

NATURE'S WIZARD. Lightning is a wizard whose tricks are always strange and dramatic. The imprint of a tree was left on the chest of a man who was sheltering during a recent thunderstorm. It is also on record that a gold bracelet once disappeared from the waist of a woman, who raised her arm to close a window while lightning was flashing.

IT'S TIME To Think Of Coal We are ready to fill your bins with all good fresh mined coal, the best coal for all weather and all stoves, ranges and furnaces. Order today.

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