THE CHARLOTTETOWN GUARDIAN

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

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

BOSTON—Old South News: M. Andlerman, 254 Tremont St.
NEW YORK—Rotallings News Depot, 308 West 40th St.
NEW GLASGOW, N. S.—M. E. Faulkner.
SUMMERSIDE—Hunter Book Store.
MONTAGUE—W. A. Johnston. SOURIS—M. S. Acorn.
THE GUARDIAN can be obtained from the following agents in Charlottetown
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FRIDAY, JUNE 21, 1929

SIR JOHN AIRD'S VISIT

The visit of Sir John Aird and his colleagues to Charlottetown is one of more than ordinary importance. Primarily, their visit was in connection with the adjustment of the radio system, one of the great innovations of modern times. The Commission has visited many European countries and United States, gathering data for their investigation into conditions in Canada, and their report will doubtless be a valuable and comprehensive one, the purpose being to extend the educational and nation-building advantages of the radio in every Province. The sitting held yesterday afternoon in the Legislative Chamber threw much valuable light on the situation in this Province, and on the vast possibilities which lie in the near future through this wonderful discovery.

As a distinguished Canadian, the views of Sir John Aird on any subject touching the welfare of Canada are of interest. During his visit to the Maritime Provinces he has expressed opinions on the subject of Maritime Union, which, although not new, are receiving wide publicity as coming from a man of such knowledge and business experience. To one accustomed to large financial mergers and modern methods of mass production and industrial centralization, it is natural that the idea of an incorporation of Nova Scotia, New Brunswick, Prince Edward Island and possibly Newfoundland into a single Maritime Province would have a special appeal. The reasons against such a merger, so obvious to Maritime people with bitter experience of the disadvantages under which these Provinces have labored ever since Confederation, are less likely to be appreciated by outsiders. The fact remains, however, that these objections exist, and cannot be waived aside by rosy generalities.

In his brief interview with The Guardian yesterday, Sir John admits that this Province has suffered serious loss because of its union with the larger Provinces; but he is satisfied that this injustice would not be repeated in the case of the merger of the three Maritime Provinces. Is there any warrant for optimism? As in the case of the larger union, the injustice resulted from no calculated plan on the part of the Central and Western Provinces to deprive the Maritime Provinces of their rights, but from the inevitable relationship between majorities and minorities, so in the proposed Maritime Union the same relationship will exist and the same unsatisfactory result may be expected.

Sir John ignores the sentimental reasons against a merging of the identity of Provinces which have existed as self governing units for generations before Confederation but the reasons he himself advances for a Maritime Union which would work to the benefit of all concerned are purely sentimental.

Rhode Island, which has maintained its status as a State despite its negligible size, shared in the progress of the New England States without losing its identity either in name or influence. There is no legitimate reason why Prince Edward Island could not become the Rhode Island of Canada industrially, commercially and otherwise. There is no legitimate reason why Prince Edward Island should not be supporting a million of population, with factories and work shops humming. The partial implementation of the Duncan report has already had its beneficial effect. There is reason, in this Province as in the Maritimes generally, for optimism with regard to the future, but that future, it is realized, cannot be secured by ignoring all the lessons of the past.

"The feeling in Central Canada" in favor of Maritime Union, to which Sir John referred is, with all deference, not a factor in the situation at all.

As the Sydney Post well says:

"There has never been any serious agitation for Maritime Union since Confederation, and one doubts that there ever will be. There is next to no sentiment in these provinces favoring such a project. It is doubtful whether a score of persons could be found in Prince Edward Island to vote for annexation to the sister province. It has never been an issue in New Brunswick or Nova Scotia, and this for two reasons. One is that practical-minded people know that it is impossible, and the other that no sound argument has ever been put forward in its favor."

"The problem the Maritimes have been struggling with of recent years,—and with no conspicuous measure of success,—has been to get the economic and political inequalities ironed out which the union of 1867 has produced. Till "the Maritime disabilities within Confederation" have been satisfactorily adjusted, the people of these provinces are not likely to view the prospect of further political unions with enthusiasm. The union of the Maritimes is precisely as live an issue in this neck of the Dominion as that of Quebec and Ontario is in Central Canada."

FINED FOR SLOWNESS

An Ontario magistrate has caused some discussion by fining a man who drove at the rate of 10 miles an hour on a public highway near Toronto, and on that account was charged with having driven in a manner dangerous to the public. The provincial officer who laid the charge testified that the defendant in the case had travelled on the highway at that speed for a long distance at the head of a line of 300 motor vehicles, and refused to mend his pace or pull over to the side of the roadway.

The magistrate's decision, though it has occasioned some surprise, is generally approved. The Toronto Mail and Empire sums up the situation thus:

"The man who drives on the highways at an excessively high rate of speed deserves punishment, particularly if he endangers the lives of other people. The man who jogs along at 10 or 15 miles an hour, when there are few vehicles on the roads and when other drivers have plenty of opportunities and plenty of room to pass his machine, is not deserving of censure. The man who persists in traveling at an extremely low rate of speed when he has a clear stretch of road ahead of him and a long line of vehicles behind him, and when a steady stream of automobiles is moving past him in the direction opposite to his own, is in a very different position. He is hindering the movement of traffic and unnecessarily delaying the progress of other travelers on the road. He may also be tempting some impatient driver in the line of vehicles behind him to run an unduly great risk in the effort to pass the slowly-moving machine, of collision with a motor car travelling in the opposite direction. The very slow driver, thus, is a cause of inconvenience to other users of the roads and he may be the indirect cause of an accident in which several vehicles, including his own, may be involved."

EDITORIAL NOTES

Denied the privilege of sitting with the driver, Lloyd George can still give orders from the rumble seat.

Rumor has nominated another candidate for the title of Princess of Wales. Liwe many previous announcements it lacks confirmation by the party of the first part.

Notes By The Way

What of the future in home building? The present tendency in the United States is toward the apartment house, and this fashion is coming more and more into vogue in Canadian cities. An official survey of 217 cities south of the Canadian border shows nearly 54 per cent of the dwellings built in 1928 were apartment houses, against 11 per cent two-family houses, and 25 per cent single dwellings. In other words city dwellers are fast becoming apartment dwellers.

And adults or married couples may get along very comfortably in an apartment dwelling, equipped with the modern conveniences. The young wife will not have half as much to do as her grandmother did at home, and the temptation to an easy life is strong. But if there are one or more children in the family the apartment life becomes difficult if not impossible. The apartment house is a home for adults, and that means something very different from the home in the older family sense of the word.

Summing up the results of the Parliamentary session, the Montreal Star finds that the vote of $400,000,000 for public service and the granting of 300 divorces are the principal items accomplished. The Toronto Globe says the session was devoid of major legislation, not uneventful, "peaceful on the whole," but "its calm was of the variety that precedes the storm."

Many are the voices telling what Canada must do and must not do in view of the higher tariff boost at Washington. One loud voice says the Canadian tariff must be raised to meet the terrible emergency. Another proclaims that this would look like retaliation, which would be foolishness and would bring worse evils in its train. Timid souls are these, and not worth listening to. Liberal extremists shout that the Yankee tariff will do us no harm, but few believe them. The King Government's view appears to be that whatever Washington sends us we must take, lying down under it.

Premier King deprecates the use of "provocative" language by public men in Canada, lest they may offend the ears of statesmen beyond the border—a "hush," "hush" advice, as the Conservative Leader calls it. The limited tariff legislation of the session carries forward the policy which Finance Minister Robb has followed from the beginning—a policy of progressive reduction of customs duties, at a time when Congress was legislating to exclude Canadian farm products.

Canada will have railways galore when the extensions now planned are completed. Both the C. N. R. and the C. P. R. are authorised to build branch lines and to purchase existing lines that will aggregate an addition of thousands of miles to their present length of main and auxiliary systems within a period of five years. And yet but a few years ago many were complaining that the Dominion was overburdened with railways.

Hon. R. B. Bennett in his speech at Sarnia pointed out that less fruit, butter, meat, vegetables, shoes and wool are being produced in Canada from year to year "because of the short-sighted policy of the King Government in the matter of tariffs. Butter and cheese are coming in, he said in such quantities as to almost ruin the Canadian dairy industry. "We have lost our cows," he said, referring to the fact that the Canadian herds have been depleted by the loss of over 100,000 of their number.

Hon. R. B. Bennett is still addressing meetings in Ontario, where large gatherings of electors, both Conservative and Liberal, are eager listeners to his vigorous and convincing speech. Later he will extend his speaking tour to other Provinces, enunciating the sound Conservative doctrine of protection for our home industries and markets, for our farms, and fisheries. From the beginning it has been the Conservative policy to maintain our British connection and Canada's position as the foremost Dominion in the great British Empire, a true "Canada for the Canadians" which shall no longer be exploited by aliens and foreigners as it has been in the past.

THE LAND WE LOVE

BY FRANK YEIGH

THE PRESBYTERIAN CHURCH OF CANADA

Q. What is the present strength of the Presbyterian Church in Canada?

A. The Presbyterian Church in Canada as on January 1, 1929 was as follows: 677 ministers, 1,299 congregations and preaching stations (including 438 self-sustaining charges, 172 augmented and 181 mission fields) 8 Synods, 44 Presbyteries; 89,425 families, 5, 880 elders, communicants on roll, 176,814. 1200 Sabbath Schools and 127,000 teachers and scholars. Raised for all missionary and benevolent purposes, $912,596; for all congregational purposes $3,655,701; total for all purposes, $4,668,064. Stipends paid $1,265,609; raised by budget $553,467. 55,000 members in Women's Missionary Societies.

That Body of Yours

By James W. Barton, M.D.

TREATING STOMACH ULCER AT HOME

Perhaps you wonder why I talk so often about ulcer of the stomach and of first part of small intestine.

The simple reason is that so many individuals are suffering with what they call indigestion, and undergo such misery, who are really suffering with ulcer from which they may often easily obtain relief.

Ulcer of the stomach or intestine is just what its name implies—an ulcer of the lining or mucous membrane of these parts.

Now as mentioned before, it is not the food getting into the ulcer that causes the pain, but the strong hydrochloric acid in the stomach digestive juice which at a certain definite period after eating gets into the raw ulcer and causes the pain.

This pain disappears with the taking of food or some alkali like baking soda.

Now even if you have an ulcer it doesn't necessarily mean an operation nor does it always been that you will have to go to the hospital. Drs. J. M. Blackford and J. M. Bowers, Seattle, analyzed some of their cases as to which did best, the cases that were treated in hospital or those that were permitted to be up and around at their homes.

They found that where there were no complications that the results were satisfactory in 60 per cent of the cases, whether they were treated at home or in hospital.

However "hospital" treatment may better train the patient to look after himself, but the results have not been better for the patient.

The patient in hospital is in a better position to get necessary surgical treatment if any emergency arises.

On the other hand the patient being treated at home has not the unfamiliar surroundings that so affect and often depress hospital patients.

Howeve rthe point is that these ulcers will heal if given proper treatment irrespective of whether the treatment is at home or in hospital.

So don't suffer with indigestion. Find out what is causing the indigestion, and if it should be ulcer,don't get alarmed but follow the treatment faithfully whether in hospital or at home.

Most ulcers heal if properly treated.

The Poets' Corner

THE FRIENDLY GHOSTS OF ENGLAND

England is rife with friendly ghosts—
I cannot take a lonely walk
But out the past press friendly hosts
To while the way with friendly talk.

They wait my coming at the fosse,
They trail the straight and Roman road,
And where the cowslips bend and toss
They signal me in mystic code.

Where Norman keep and abbey walls
Have piled their colonnades on high,
Their passing footfall noiseless falls
Or lingers for my coming by.

A ghost I know, a bowman bold
Of Robin Hood's right doughty band—
A cowled monk from cloister old,
Who lifts in blessing pious hand.

Another has seen Shakespeare play,
And glimpsed the barge of Good Queen Bess.
Still another fought in Cromwell's day,
An Ironside through storm and stress.

Down by the sea, the echoing sea,
The friendly one is pirate bold,
Who gayly waves and beckons me
To phantom store of Spanish gold.

And so, whate'er the guise they wear,
They wait me far from noise and din;
All friendly ghosts are they I swear,
And give me greeting as their kin.

Yes, England is so full of ghosts
I cannot take a lonesome walk,
For out the past come friendly hosts
To while the way with friendly talk.

—John Landels Love.

Shall We Sleep Life Away?

Codensed from Plain Talk, Robert Kingman, M. D.

During his days of glory Napoleon slept not more than four or five hours at the most out of the 24 His physical and intellectual activities at the time were prodigious. After the battle of Aspern, however, which was his first defeat, he fell asleep and for 36 hours could not be aroused.

Later in life, when his dreams were shattered and he was sent to exile on a remote island, he found it necessary to devote eight or nine hours to bed instead of the four or five that were previously sufficient and this at a time when he had changed from a life of physical and mental activity to one of sloth and indolence.

There is on record the case of a gambler who could go for several days and nights without sleep, provided he was winning. After a heavy loss, he needed ten to twelve hours sleep to put him in humor to face reality again.

Many business men work much harder than most of their employes. But if they are interested in the business and making a success of it, they do not complain of being tired. Nor are they as tired after 15 hours of "free labor" as are their stenographers and subordinates after six or eight hours of routine labor that demands neither initiative nor independence of action.

Does this mean that the more we work the less we should sleep? Psychologists are beginning to think so. In fact, many of them are quite sure that this apparently paradoxical theory is correct and that insomnia ought to be cured, not by teaching insomniacs how to sleep but by teaching them how to stay awake properly. But in order for the cure to be effectual the staying awake must be done under circumstances that absorb the interest of the individual and flatter his ego.

If we admit that the conquering Napoleon and the winning gambler and the successful business man were sufficiently rested by being occupied with activities that flattered their ego and were of their own choosing, is there any common factor that enabled them to maintain their health with less sleep than is usually thought necessary for the average man?

There is such a factor, and it can perhaps be better explained by reversing the question and asking if there is not some definite factor that causes most of us to devote more time to sleep than we actually need. The answer is again yes; and that definite factor is monotony.

Thomas Edison, in an interview said:

The man who sleeps to much suffers from it in many ways. The average man who sleep seven or eight or nine hours daily is continually oppressed by lassitude. There is really no reason why men should go to bed at all, and the man of the future will spend far less time in bed than the man of the present does, just as the man of the present, spends far less time than the man of the past did. Really, sleep is a bad habit.

Mr. Edison practices what he preaches in that he has reduced his bad habit of sleep to a minimum. He adds:

Not long ago we had a good deal of trouble trying to perfect the disc record for phonograps. Eight of us then started upon the work with the very definite intention of wasting as little time as possible. For five weeks we put in from 145 to 150 hours a week each at the job. That means 21 hours a day—yet we all gained in weight.

Edison probably sleep no more than 4 hours out of the 24. But there is no doubt that if he were put to work in his own plant, under the direction of a foreman, performing regular, monotonous tasks, he would either break down under the strain or be obliged to sleep much more.

The amount of sleep needed by various individuals is never proportionate to the amount of muscular or mental effort they expend. Other men than Napoleon and Edison of intense physical and intellectual activity, like Frederick the Great, Schiller, Humboldt, Mirabeau, John Hunter the English surgeon, and Virchow, the German pathologist, have flourished on an average of four or five hours sleep daily. They were men whose lives were crowded with interest.

The influence of monotony on sleep is well illustrated by the phenomenon of hibernation. During the long winters in the north when food is scarce and they can indulge in none of their customary activities, many warm-blooded animals have learned to sleep away the tedious months. This habit of hibernation is not restricted to the lower animals, for inhabitants of some arctic regions spend portions of the winter in a similiar state of inertia and somnolence.

Nansen in his polar exile slept 20 hours a day, he was certaintly not in need of rest, but he was glad to withdraw his attention from the monotony of the snow and ice.

That hibernation is a natural reaction to monotony and not to extreme cold is proved by the fact that there is a summer sleep or "estiva-

Continued on page 6

The 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.

CRAFT

Sir,—The query in today's Guardian, regarding "White Lies" is a timely one. "White" lying is a bane of politics and is often carried to extremes in journalism. It is an unsettled question, whether a resort to craft is justifiable in any case. A clergyman explained craft to me once but he did not say whether it is profitable or not. A lone woman resorts to craft to protect herself from a suspicious character who comes to her house. She says, "My husband is upstairs and has a gun." Does she break the Commandment, or is she justified in breaking it?

It is evident the line must be drawn somewhere, or one of the Commandments must be regarded as obsolete. Craft is regarded by many as a necessity in business, though it so often has a boomerang effect.

A merchant Jew had an employee in his store that was not good at making sales. "Now," says the proprietor, "watch me making a sale and then do likewise." A lady came in to buy silk. It was too clear she would not buy. "Madam," says the merchant, "that silk will go up two or three times that price in a few days." "We just got word," says he. "that all the silk worms in China are dead." The lady bought the silk. Another came in to buy tape and the employee waited on her. The lady criticized the price. "Tape," says the young man, "will be very dear in a few days."

"Why?" she asked. "We have just got word from Italy that every d-md tape worm is dead."

I think this is a matter that should be dealt with in the schools and churches as well as in the press.

I am, Sir, etc.,

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