

THE CHARLOTTE TOWN GUARDIAN

\$4.50 per year (in advance) mailed in Canada and United States. Morning Daily (founded 1857) \$5.00 per year (in advance) delivered.

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

WEDNESDAY, JULY 17, 1929

THE EDUCATIONAL COMMISSION

Although the summer is passing, nothing has yet been heard about the Educational Commission which was to have been appointed by the Saunderson Government not later than the first of July. It will be recalled that the promise of an independent Commission was extorted from the Government when the teachers were practically up in arms and a serious crisis in the educational affairs of the Province had been reached. The Teachers' Federation, on the solemn assurance of the Government that a Commission would be appointed and that the matters in dispute would be fully gone into, called off the threatened strike and returned to their school engagements.

It will be recalled also that the name of Dr. Cyrus MacMillan, of McGill University, was mentioned in connection with the chairmanship of the proposed Commission. This suggestion was favorably received by the teachers and it was presumed that the Government would at once enter into negotiations with Dr. MacMillan with a view to securing his valuable services in this capacity. Several months have passed, and no announcement of any appointment or even of any attempt to make an appointment has reached the public. Dr. MacMillan is at present spending his vacation in the Province, and it would be a simple matter for the Government to ascertain his views on the subject. If this has been done, it is difficult to understand why the people have not been informed of it. The matter is of too great importance to be shelved as merely another paper pledge which the Government had no intention of fulfilling. The school teachers and the Province generally accepted the promise of the Government in good faith. The time has now passed for the appointment to be made and further delay will only tend to reopen the breach and create greater dissatisfaction and suspicion among the teaching profession. The least that can be done in proof of the Government's sincerity is to let the people know how the situation stands and what the prospects are of the immediate appointment of a qualified and impartial Commission.

PACKAGING POTATOES

Of special interest to Prince Edward Island potato growers and shippers will be the article in today's Guardian on the packaging and advertising of Michigan potatoes, and the successful sale which followed a test shipment of 15 pound sacks of this product on the Buffalo, N. Y., market. The fact that the sacks sold for 10 cents to 12 cents more than the market price on potatoes of similar quality shows the great possibilities which lie in proper methods of marketing. There are many points in the article which will strike the attention of our producers, but the chief one is undoubtedly this, that the Michigan Potato Growers Exchange have put over successfully an experiment which has been talked about for a long time in this Province, and which might have been tried out very profitably on the Central Canadian markets last season. The Guardian has frequently called attention to the advantages which would accrue through the use of attractive packages in which the superior quality Prince Edward Island potatoes could be marketed and featured on their merits. It might be a good idea to enlist the support and advice of Trade Commissioner Burnaby on this question; there is no doubt that he would heartily approve and would be in a position to render very material assistance in trying out the sale of the packaged product on the Ontario markets. Now that our potato producers and shippers have unanimously decided for compulsory inspection of all potatoes leaving the Province, the step

should be easy towards supplying the markets with a commodity which is not only superior, but which carries a guarantee of its superiority on every package purchased.

FLAGS NEW AND OLD

"British Flags on Land and Sea: their History, Traditions and Practical Uses both Ashore and Afloat," is the title of a booklet recently published in Toronto and adopted by the Navy League of Canada, which supplies, within the space of eighty pages, a wealth of information on this interesting and important subject. Accompanying the printed matter are one hundred and fifty colored engravings, and these in themselves are a fascinating study.

Of flags famous in Canadian history, mention is made of the black Raven of the Vikings, the first flag flown for a brief period over Labrador or Nova Scotia about the year 1000 by the early navigator, Eric the Red; the red and yellow Standard of Spain that Columbus carried to the New World in 1492; the Cross of St. George of England that John Cabot raised on the shores of Nova Scotia in 1497; the blue banner of St. Martin, with its three golden lilies, proudly borne by the intrepid French explorers from the years 1365 to 1574; the Cornette Blanche—a plain white flag first carried by Joan of Arc against the English, and then adopted by the Bourbons, which was used by Samuel de Champlain in his tremendous explorations; and lastly the Union Jack and the British standards with the history of which we should all be familiar.

It is curious to note that the St. George's Cross which Cabot raised over Canadian soil, under which Sir Francis Drake fought when he defeated the Spanish Armada and which, indeed, dates back to the Crusades, has survived the political upheavals of centuries and remains the oldest and most romantic flag in the world. Originally the standard of English forces on land and sea, it has become the personal flag of a British Admiral, and as such was flown at the Dogger Bank and at Jutland in the Great War by Sir David Beattie.

Every Canadian schoolboy, we hope, is familiar with the fact that the peculiar arrangement of crosses on the Union Jack—the Union Flag of England, Scotland and Ireland—was evolved by the Herald's College in an endeavor to give all three countries equal prominence in the design. Thus we have the red crosses of St. George and St. Patrick, and the white cross and blue field of St. Andrew, all combined. It is not so generally known, however, that the Union Jack is strictly the King's Colors and should not be displayed by private citizens ashore or afloat. In Canada it is only correctly flown ashore by Federal and Provincial authorities over government buildings and property. The Canadian Flag today is the British Red and British Blue ensign with the Dominion of Canada badge on the fly—entirely correct, entirely suitable, and strictly in accord with the flags of other self-governing dominions in the British Commonwealth of Nations.

EDITORIAL NOTES

News of the latest use of the airplane comes from Germany. A missionary society is using the flying machine to carry Christianity into Central Africa.

Wade Hughes, one of the prospective candidates who failed to receive the federal nomination for Kings at Monday's annual Liberal meeting at Georgetown, expressed the pious hope that in the future there would be no discord in the Liberal ranks, that "time's effacing fingers may sweep the lines where discord lingers." Here's hoping!

Notes By The Way

Canada's relations with her next neighbor are strange and anomalous. To begin, the Dominion buys more goods and products from the States than any other nation and is their best customer. The result is a huge balance of trade against the Dominion, which balance grows from month to month and from year to year.

Yet for over sixty years past the Washington Government and Congress have built tariffs, each higher than the last to shut out Canadian goods and products from their country. All the while, and especially since the advent of the King Government to power, the two Governments have professed the closest friendship with each other and Ministers of state have made many visits across the border to each other, their political and social relations being most intimate.

It has come about that the United States some years ago adopted a constitutional amendment prohibiting the manufacture, sale and transportation of intoxicating liquors as a beverage. Canada licenses breweries and distilleries, and both the Dominion and Provincial Governments derive very large revenues from the liquor traffic as in seven of the nine provinces liquors are sold in government stores. On liquors legally exported the Dominion Government receives an excise revenue of about ten dollars per gallon.

It might be supposed that with governments on both sides of the border so professedly friendly to each other, the Canadian Government would not permit or connive at the shipment of Canadian liquors to a friendly prohibition country, but the King Government has other views.

It is in the liquor trade, as the Central and Western Provinces are, and proceeds to do business where it can. So every day vessels loaded with cargoes of Canadian liquors are given clearance papers at Canadian customs houses in order that they may lawfully transport their cargoes across the border.

United States authorities quite naturally do not relish this defiance of their laws and are striving vigorously to frustrate it. Their coast guards and officials of the preventive service have been greatly reinforced and armed for warfare along the narrow border waters of western Ontario. Much hostile feeling has developed into real border warfare, and international law has been violated not only by rum-runners and smugglers but by armed vessels of the United States on the high seas.

Official clearance of vessels with rum cargoes is only an incident in the general commotion and hubbub, but against it strong feeling has been aroused in Canada as well as in the States. The King Government has been strongly warned to desist, by a committee of the House of Commons appointed to investigate the matter, and able and influential Liberal journals, including the Toronto Globe and the Winnipeg Free Press. But instead of desisting the King Government persists in its course.

The ways of the Ottawa and Washington Governments and their mixed friendly and unfriendly attitudes towards each other are peculiar and past finding out.

In opening negotiations with Russia preparatory to the resumption of friendly diplomatic relations, the Labor Government in England is entering upon perilous ground. The Soviet Administration has given no evidence of a change of heart. Down to a recent date it was as grimly bent on scattering firebrands, arrows and death as it ever was. It was still fomenting strikes, labor troubles insurrection and revolt in all parts of the world, with a special hostility toward Britain and the British lands beyond the sea.

The gentle voice from the metropol of Prairie Land is quite in accord with that of the Prime Minister of Canada who has expressed his personal opinion in favor of the political union of the Atlantic Provinces. It is true that these Provinces something like sixty-five years ago were quite disposed to unite and had sent their delegates to Charlottetown to consider that question.

At that time they were autonomous Provinces, each for itself making its own laws, coining its own money in full control of its own customs, postal, militia, railway, and banking services.

Maritime union at that time had something to recommend it. There was something to unite. What is left of it now? The Maritime purpose of the sixties of last century was thwarted and turned aside and for half a century their progress and growth was checked. That sad experience tends to lessen the charm and persuasiveness of the later voice from the west urging us to adopt a second union to heal the wounds and bruises of the first.



By James W. Barton, M.D.

THOSE VARICOSE VEINS

You may have some varicose or thickened veins in the legs and wonder just what should be done about it.

If there are just a few, not heavy and standing out like heavy cords, and there is no pain, heaviness, nor swelling in the legs, it is just as well to forget about it.

However if the veins are very thick and extend upward into the thigh, there is heaviness, tiredness, and swellings, it would be wise to have them removed either by the knife or injection method.

There are cases also of ulcers of these veins, and sometimes old skin ailments, like eczema, that simply will not heal or clear up.

Now the reason for this refusal to heal, or delay in healing, is that the return flow of blood to the heart is being interfered with in some way.

Sometimes it is tight garters, perhaps standing in one position too long as in the case of motormen, policemen, and others.

What really happens in these legs? The circulation is so interfered with that used blood, blood with poisons in it, on its way back to the heart, moves so slowly, that it remains too long in this region, hence the "slowness" in building up, or healing, in the tissues of this region.

The rapidity with which old ulcers or skin ailments will heal up if the patient can "get off his feet" is astonishing.

Where the condition is not too bad, if tight garters are removed and the patient will walk a little every day, or raise his body on his toes, a number of times daily, he will help to pump the blood upward back to the heart.

Upward massage of the legs has proven helpful also.

If you are overweight it would be wise to get your weight down to normal or nearly normal.

The thought then about varicose veins in the legs is that the blood in the leg contains less oxygen and more carbon dioxide, and should be moved along as above.

If the veins are too thick and tortuous then they should be removed either by operative removal or by slow injection method.

These methods are both safe now.



There is one sin: to call a green leaf gray. Whereat the sun in heaven shudders. There is one blasphemy: for death to pray. For God alone knoweth the praise of death. There is one creed; 'neath no world-terror's wing Apples forget to grow on apple-trees. There is one thing is needful—everything—The rest is vanity of vanities —G. K. CHESTERTON.

THE LAND WE LOVE BY FRANK YEIGH

Q. Where is Grand Pre? A. Grand Pre is a small and picturesque village on the shores of the Basin of Minas, at the mouth of the Gaspereau River in Nova Scotia, which is the mecca of thousands of visitors on account of the romantic and historic background of French occupation and the scene of the Acadian Expulsion, following the British Conquest. It is also the scene of Longfellow's poem. A memorial church and a statue of the heroine of the poem, Evangeline are the features of the village.

Mexico produced more silver in 1928 than in 1927. London has a swat-the-fly campaign.

It will Relieve a Cold. Colds are the commonest ailments of mankind and if neglected may lead to serious conditions. Dr. Thomas' Electric Oil will relieve the bronchial passages of inflammation speedily and thoroughly and will strengthen them against subsequent attack. And as it eases the inflammation it will usually stop the cough because it allays the irritation in the throat. Try it and prove it.

"A Railroad Is Never Finished"

(By Sir Henry Thornton, President Canadian National Railways.) (As told to Courtney Eyley Cooper in The Saturday Evening Post.)

In the autumn of 1922 I was offered a position which carried with it several peculiarities. It entailed the presidency of the biggest railway system on the North American Continent. I never had even seen the property and did not know its problems, its potential entanglements or embarrassments. Beyond this was the fact that the railroad to be—consolidation was to be accomplished—was so far in debt, so decrepit in places, so disturbed fundamentally and financially that its condition threatened the well-being of Canada.

That should have been sufficient; but there were additional elements: I really did not possess a background of experience in these particular surroundings. This was a state-owned property. The only state-owned roads I had ever seen had been in Europe under the thoroughly warped conditions of the Great War. My opinion was that they were unhappy heritages. The Minister of Railways, of one of the European countries had confided to me shortly before the war that the harassment of politics had convinced him that railroads were in their proper element only under private ownership. In addition, there was more than a hint that certain elements, political and otherwise, might prove embarrassing and that there might be a great many more thorns than roses. It was an exceedingly interesting situation. So I took the job.

This concerned, of course, the rehabilitation of what now is the Canadian National Railways, owned and operated by the Dominion Government for the people of Canada. True, the name had been coined before I had arrived in Canada and applied to a portion of the system as it now exists. However, people in general had a more expressive term of description. They called it the National White Elephant.

Running on the Red Side of the Ledger A railroad or set of railroads can make or break a country. There is no true development without them; in rare cases there is an arrested development because of them. This latter was the condition in Canada. True, there was no feeling of despair, but there certainly was an atmosphere of anxiety, particularly among the financial institutions. Here was more than 22,000 miles of railroad, far from solvent, and crippled in equipment, but thoroughly robust in its ability to run on the red side of the ledger. Indeed, it ran in the red far more steadily than it ran on time. I like a good fight. Here was certainly the place to have it.

This was in the autumn of 1922. The Canadian National Railway as it stands, is six and a half years old. The income for 1922 was less than \$2,000,000 which was better than previous years, since practically all of them showed deficits, sometimes running as high as \$30,000,000. Today, the railroad is solvent, and has been so since 1928. Its net income available last year for interest on funded debt was \$51,585,945. Perhaps those figures may be more interesting when it is considered that in the six years freight reductions aggregating \$2,000,000 were put into effect and wage increases aggregating \$5,000,000 came out of the earnings. A still better comparison is that in 1922, at least one large Canadian newspaper and many individuals believed that Canada would be fortunate if someone could only be found who would take the system for its debts, plus of course, the usual dollar in hand to complete a sale. There were others, more radical, in favor of complete abandonment, which, of course would have been a national calamity.

A transition from that status to the present one sounds like magic. It was magic, and I can say that modestly, for the necromancy was not mine. It was the accomplishment of a people who had decided to have faith to pull and tug and fight themselves out of a hole to save their own possessions. As a man in my organization said recently, every Canadian birth Certificate is also a share of stock in the Canadian National Railways. More than 500,000 people or one-eighth of the entire Dominion population are directly affected by the welfare or the woes of the organization through actual effort, family ties or dependency upon the employed. Back in College days in the United States long before the world war I made me a British subject, I coached the football team, I'm still at the job of coaching. The only difference is that now I have 108,792 people hitting the line for me, and 400,000 doing the rooting. I think the story of the Canadian National Railways will show this to be more than a well-turned comparison. So much for recent progress. Truly so depict

that, there must be also a story of ancient wreckage.

The Canadian National Railways was not always state owned and it was not always one system. In it are gathered the visions, the achievements and mistakes of empire builders ever since the 1850's. Then, in the Maritimes, began the building, under government control, of various lines which came to be known as the Intercolonial railway, and which, at the time of its amalgamation into the Canadian National, consisted of eight railroads and a weakness for deficits. Today the cost of these railroads stands on the government's books at nearly a quarter of a billion dollars.

A Lot of Railways, Each With a Deficit

That was the one ingredient of the present system which can wholly be called private in its original state. The other segments were private or semipublic accomplishments which drifted into government ownership. One of them was 4475 miles of the Grand Trunk railway Company of Canada, which started in 1851, expanded tremendously, made almost every blunder possible in railroading, and gave up the ghost as a failure in 1919. Another was the Grand Trunk Pacific.

This had been an ambitious outgrowth of the Grand Trunk Railroad which essayed to span the continent by building a line west from Winnipeg, with government assistance through loans and bond guarantees, while the Dominion itself built east. The Grand Trunk Pacific was then to lease the government-constructed road and thus possess transcontinental facilities. The western road was built. It began business as an outlet to the Pacific in 1916. When it passed into the hands of the government in 1919 under receivership under the authority of the War Measure Act, its loss as a self-sustaining entity was total.

Then there was the Canadian Northern railway, an outgrowth of a small granger road competing with the Canadian Pacific in Western Canada, which had built up to an extensive system in the northwest. Immigration was flooding into the Prairie Provinces, the flush of a boom was on everything. Competition became acute. The Canadian Pacific was powerful and growing. The Grand Trunk Pacific was rushing through its transcontinental plans. The Canadian Northern saw a future either of expansion or ruin. It chose expansion through the aid of the government guarantees of securities forests of the North, with no thought and thereby accomplished both results; its loss for the last year of its private life, 1918 was \$11,674,187.

To all this must be added that portion of the Grand Trunk Pacific program which had been undertaken by the government from Winnipeg east known as the National Transcontinental Railway. This road did not even function under its original proposed management. Built through the forests of the North, with no thought of anything save a possible wheat outlet from the Prairie Provinces to the Atlantic seaboard, it was a wilderness railroad. Mile upon mile—hundreds of miles in fact—it traversed nothing but brulee and bush, lake and rocky height of land, clay

Continued on page 5

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.

AUTO ACCIDENT Sir,—The item which appeared in Saturday's issue should have read the car driven by Mrs. Hooper Home after crashing into the car driven by Cyril Wood came to a stand-still some twenty-five feet to rear of Wood's car on left side of road, leaving room for traffic to go by between the Horne car and right side of road.

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