

THE CHARLOTTETOWN GUARDIAN

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Morning Maxims

It isn't scandal until it begins to interest people.

SATURDAY, JANUARY 14, 1933.

FIVE MAIN PROBLEMS

Canada's interest in the second International Economic Conference to be held at London early this summer is being emphasized by Ottawa press correspondents at the present time. Five central problems or questions will occupy the time of that conference, namely, redistribution of the world's monetary gold, stabilization of currencies, reduction of prohibitive tariffs, revision of war debts and a raising of the level of wholesale commodity prices. A glance at this list of subjects makes it quickly apparent that they are all inter-related, that they are all inseparably linked with the vital problem of restoring prosperity. Redistribution of gold has made stabilization of currencies impossible. The same inequitable distribution of gold has been linked with the raising of protective tariffs in the different countries, and most economists contend that there can be no effectual revision of war debts without a raising of the levels of commodity prices, that as the latter rise, the former automatically fall. Payment of war debts, too, can only be possible both with a better distribution of gold and with the removal of trade barriers that will enable the debtors to make their payments in goods.

As the fifth trading nation in the world Canada will have a deep interest in the London conference. Stabilization of currency and a redistribution of gold, discussed at the Ottawa Conference, are at least possibilities when the foreign nations and the Empire countries sit together. Directly, the debt question is of no interest to this country, but in so far as the United States lightens or shifts this intolerable burden in Europe Canada must indirectly benefit through the increased buying power of those European countries, and inasmuch as an agreement has just been concluded between Canada and Germany and another is now being negotiated with France, and pacts with still other European nations are in contemplation, an early adjustment of the debt situation for that continent will mean much to this Dominion.

SCIENCE NOT ALL

A few months ago technocracy was heralded as the new economic and political panacea. The word was coined to express broadly the effect of modern machinery on mankind. It was insisted that the remedy for unemployment and other economic ills was control by technical experts of the sources of production and distribution; in other words a sort of dictatorship by the scientists, whose planned economic programme was predicted would revolutionize conditions of civilization within a few years, giving to everyone luxury, leisure, opportunities for culture, and, presumably, happiness and contentment. This Utopian scheme has been analyzed and proved to be scientifically unsound. But there is a profounder objection to government by technocrats which was voiced recently by Professor Findlay, of Aberdeen University, in an address at the Textile Institute, Manchester. "Let us always bear in mind," said Professor Findlay, "that the gospel of efficiency, whilst it may bring salvation to our industries, will, if carried into action without regard to higher considerations, be productive of great evil to the people and the country. The loss of individual freedom, the suppression of the sense of individual responsibility, the destruction of human values, and the conversion of man into a machine are the price which must be paid for industrial efficiency. "And the price may be too heavy."

From these roots there can too easily spring a ruthless materialism and lust of power of which recent history may be said to furnish an example. I should venture to suggest that we should beware of making a god of scientific efficiency; it is enough, as also it is necessary, that we should make it one of the articles of our creed.

"We ask," went on the speaker, "what part men of science may claim to play in the State and the general life of the community, and here we shall touch on more controversial ground. In this domain, I believe, a great disservice has been done to the cause of science by the extravagant claims made by individual men of science. Some of them demand for men of science a special and, in fact, a supreme position of power in the government of the country. This claim, which is not supported by the general body of men of science, is a product of minds distorted by over-emphasis of the scientific mood.

"Have we any right to claim for the man of science (apart from his practical activities) a special place in the general work of government, in the multifarious tasks of adjusting the conflicting claims, prejudices and aspirations of men, not only amongst their own people but as between the different races of mankind?"

"One may indeed expect to find agreement among men of science regarding the laws of science but there is no reason to expect any unanimity among them in the domain of civil legislation. The fact is that the task of government is much too varied and complicated to be undertaken by any one class of men, and the problems are too great to be solved merely by recognizing and emphasizing one of the factors in human nature. The scientific is only one part of human nature, and takes no account of personality. The engineer may understand how to build a bridge; it does not follow that he understands how to build character."

WORTHWHILE INDUSTRY

One of the most interesting features of the reports submitted at the annual meeting of the Tourist Association was the reference by Mrs. MacFadyen to the success of the handicraft exchange. Despite reduced prices and keener competition from other Provinces, sales during the year for hooked rugs and water colours totalled over \$750.

The success of the handicraft exchange in a year when tourists, like other people, were economizing as much as possible, should stimulate interest in an industry which we believe could be developed to greater proportions in the near future. Handicraft work can be done in the home, at odd times and without expensive equipment. It is an industry in which our pioneer settlers excelled, and which in other places, particularly in the Province of Quebec, has been revived with gratifying success. The Tourist Association and Women's Institutes deserve credit for the interest they have taken in its revival in this Province, but the movement deserves more general support than it has hitherto received, and it is hoped that next summer will see much greater progress made in this direction.

EDITORIAL NOTES

Dictator Stalin says Russia is handicapped by the impossibility of getting money from foreign sources. After all, comments the Toronto Globe, it has to be admitted that the product of the Soviet printing presses is not much good; it is not "capitalist" money.

NOTES BY THE WAY

Selection of local delegates to meet Premier Bennett and Premier Henry in order to "influence" the Dominion-Provincial conference on the subject of unemployment insurance looks like a waste of time as well as money. We have every reason for believing that Mr. Bennett and the Prime Ministers of the various Provinces will have nothing to do with the proposal for non-contributory insurance, which is the only kind, apparently, in which so-called leaders of the unemployed are interested. And we can't imagine that Mr. Bennett will permit deputations from the Border Cities or anywhere else to change his mind for him. He simply isn't built that way.

All of us or most of us, says an exchange, had a bank roll and were crazy to get rid of it. We were so crazy to act crazy we just wallowed in being fooled; submitted as readily to some glowing prospectus as to an adventure in psycho analysis. Usually we lost, but though we became sadder we seldom became wiser, and that good old phrase "being a good sport" covered a multitude of folly. It was bad form to complain. Nor should we delude ourselves that the ten-dollar hat is going to come off the two dollar head. Perhaps it will come off for a time, but it will go on again. "When the Devil is sick, the Devil a saint is he" and we just fear that a lot of the resolutions we are making these days will vanish when we see dry land, that the two dollar heads will thrive again, the worship of tinsel heroes survive. Man is a curious animal.

The observation station of the Central Experimental Farm in Ottawa has statistics of forty years, and the comparison of 1932 with the average for that period is informative. The mean average temperature last year, for instance, was 41.8 degrees, while the forty year average is 41.7. There were 2,054.4 hours of bright sunshine which is thirteen hours more than the average. The snowfall was 88.5 inches or little more than two inches under the average of 90.6 inches, and when this is reduced to water and included in the total precipitation the figure for '32 is 34.81 inches and the average of four decades 34.41. Stories of famous blizzards, memories of celebrated cold snaps, cannot overcome the implications of these records. The winters aren't milder and we haven't less snow—it only seems so. A man who steps from his steam heated flat into a heated garage in the basement, climbs into his heated car out of which he emerges at his office door, remembers going to a country school through drifts up to his waist, rubbing snow on his frozen ears, and he is quite sure the climate has changed. It is only the environment which is different, and the habits and luxuries of life.

A London professor has recently declared that "human brain seems to be in decline." If the human brain be in decline, or is no better than that possessed by the paleolithic man, then how explain all the ingenious and all but miraculous things that present-day man is doing? What about the triumphs of science, of medicine, of engineering? What is particularly wrong with the grey matter of Einstein or of Edison; or with the grey matter of those who are in the air or under the water, or who are sending the human voice from one end of the earth to the other, and so on and so forth? And is there anything especially dull about the doctors who are finding out about cancer, or who, through wonderful discoveries, are winning over disease—tuberculosis, diabetes, diphtheria? They look pretty smart to us. Some of the professors love to hear "themselves talk, and don't care much what they talk about. Certainly, their capacity for nonsense, judging from the front pages of the newspapers, seems to be well nigh inexhaustible.

Whenever Mahatma Gandhi wants something or gets peeved over anything, he starts a fast. Some day someone will forget about him and he will carry his fast too far before he gets his own way and will fast to death. If a man threatens to starve himself to death too often, the day will come when he will be allowed to go the limit.

Co-operation, says the Brooklyn Eagle, is the keyword in the war debts and general world economic puzzle. For over a dozen years Europe has been trying to secure American co-operation in working out this enigma. During this period the European nations have appeared in vain for co-operation from American Presidents. It has taken President Hoover four years to learn that nothing can be done without co-operation. We hope that President-elect Roosevelt will discover this truth in shorter time.



By James W. Barton, M.D. SUGAR SOLUTION SAVING MANY LIVES

One of the little witty sayings of a few years back was "the operation was a success but the patient died." The thought of course was that all the surgeons had in mind was to perform a clever or brilliant operation.

- (1) It is a food for the vital organs, especially the liver and heart muscle.
(2) It strengthens the pulse.
(3) It raises the blood pressure and increases the circulation in the parts of the body most distant from the heart.
(4) It flushes the kidneys and prevents acidosis.
(5) It reduces body temperature.
(6) It increases the protective power of the blood.

You can readily see that when these injections are made previous to operation the patient is built up physically and mentally to undergo the strain of the operation. Very often in previous times, starving the patient for a day or two before the operation, and giving large doses of purgative medicines left the patient's body clean enough, but lacking in strength to undergo the operation.

And then after operation the sugar solution injected into the veins prevents shock, puts plenty of body building fluid in the system for the heart to pump to all parts of the body, gives safety to the patient, and increases his general resistance.

Railway Labour

Few people realize the importance of railways as employers in the Dominion at large. The transportation branch of the Dominion Bureau of Statistics has prepared a statement from the returns for 1931 showing that 154,569 persons were employed on the railways in that year, a decrease of about 11 1-2 per cent from the previous year, while the payroll was \$229,499,505, or a decrease of 14 1-2 per cent.

The average family is placed at five but allowing for those without and taking three as the average maintained by each employe, the railways thus provide for approximately half a million people, or one in twenty of the total population. The average annual wage for employes on hourly rates was \$1,412, against \$1,471 in 1930, and for employes on daily or monthly rates, \$1,774, against \$1,818 in 1930.

Taking the more important roads, chiefly the Canadian National and the Canadian Pacific, the total number of positions provided by them during 1931 was 153,299, the period of employment varying from one month to 12 months. Employment was provided for 130,832 for the entire year, and additional employment as follows:—1,476 for 11 months; 795 for 10 months; 12,211 for 9 months; 272 for 8 months; 663 for 7 months; 196 for 6 months; 1,683 for 5 months; 2,100 for 4 months; 1,326 for 3 months; 787 for 2 months; and 988 for 1 month. The peak of railway employment was reached in June, 1929, when an average for the month of 201,656 was reported. The average number of female employes throughout 1931 was 6,994. The total payroll charged to operating expenses in 1931 was \$209,795,335.01. The Pullman, bridge and tunnel companies had 422 employes on an hourly basis with average compensation of 46.3c an hour and payroll of \$604,812.69, and 20 on a daily basis with average daily compensation of \$5.72 and payroll of \$33,471.83.

In the statement of compensation, paid different classes of employes, it is shown that there were 851 executives, general officers or assistants, with an average daily

The Map Reader

(London Times) In these days of speed nearly every one either owns a motor car or at least is able and ready to drive someone else's. But there is one humble parasite on this all but universal occupation, sport or hobby, who consistently gets more kicks and fewer halfpence than he deserves. He is the map-reader, an obscure creature, generally elderly and male, who neither owns nor drives, but is allowed to sit by the driver's side and cope with the details of their headlong course. His lot, like the lot of others devoted to the service of their fellow-men, is not a happy one. To begin with, the map is generally unmanageable. Most maps are difficult to handle within the compass of the front seat of a motor car; and it is well known that any narrow or difficult route has an unhealthy preference for running over the folds or into the extreme corners of the sheets, so that, just when quick and accurate reading is most important, the difficulties are intensified. There is a tradition that the driver is unable to enjoy the beauties of the countryside because of the immense responsibilities which weigh upon him. His optical handicap is nothing to that imposed upon his subordinate, whose eyes, flickering at lightning speed between a scale of a mile or two miles to an inch and full natural size, see nothing but a bewildering jumble of perspectives. And the snares that lie in wait for the unhappy man! The church that suddenly turns up on the right when he expected it on the left; the railway line that ought soon to be crossed but appears to have been taken up by genies overnight; the cross-roads that are no honest right-angles but acutely and obtusely misleading; the fence which the road to the right steps painfully trodden and surveyed by others can at the best only help him by suggestion and analogy. Their records may inspire and strengthen him when he comes to his own Hill Difficulty, his own Slough of Despond, or his own Valley of the Shadow. But they cannot show him any way of avoidance of the hazards or spare him the stern task of winning his own way through. When all has been said and done to help us, still "We are the pilgrims!"

"We must go 'Always a little farther; it may be 'Beyond that last blue mountain barr'd with snow, 'Across that angry or that glimmering sea."

But with all its drawbacks, map-reading is a fascinating occupation even in the critical atmosphere of a moving motor-car. It is a great thing to be planning out the route, to be speculating on the landmarks and the landscape, to be sizing up the difficulties and studying the means of overcoming them. It is even tempting at times to carry the practice on to a plane to which it is not strictly applicable. Philosophers and moralists have sometimes dared to construct "The Map of Life", setting down for the guidance of their fellows the contingencies, difficulties, and dangers which they are likely to encounter and offering sage ad-

compensation of \$20.59. Division officers numbered 1,098 with an average daily compensation of \$11.08; assistant engineers and draftsmen numbered 997 with average daily compensation of \$6.47; other miscellaneous officials 1,507 with average daily compensation of \$8.35; clerks 16,396 with average daily compensation of \$4.75; telephones switchboard operators 254, with average daily compensation of \$2.98; office boys, messengers, etc., 1,158 with average daily compensation of \$2.46; janitors and cleaners, 1,052 with average daily compensation of \$2.75. In maintenance of way and structures 36,352 were employed, the average daily basis being \$6.15 and the average hourly basis 45 1-2 cents. These included 6,377 section foremen with average hourly wages of 59 1-2 cents; 17,345 sectionmen at 42 1-2 cents; and 7,305 laborers at approximately 30 cents. Maintenance of equipment gave employment to 38,723, of whom 36,387 were on the hourly basis at just under 64 cents, and 2,336 on the daily basis at \$7.91. Transportation gave employment to 41,586, of whom 39,293 were on the hourly basis, at an average of 76 1-2 cents, and 2,293 on the daily basis, at an average of \$5.87. Of those on the daily basis inspectors and sergeants of police received an average of \$6.84, constables and policemen \$5.01, storekeepers \$5.24, yardmasters \$8.97, switch tenders, \$4.73, and hostlers, \$5.44. On the hourly basis road passenger conductors received \$1.16, road freight conductors \$1.01, road passenger brakemen 85 cents, road freight brakemen 78 cents, road passenger engineers \$1.50 and road freight en-



FROM 'LAST POEMS'

Tell me not here it needs not saying, What tune the enchantress plays In aftermaths of soft September Or under blanching Mays: For she and I were long acquainted And I knew all her ways. On russet floors, by waters idle, The pine trees fall its cone; The cuckoo shouts all day at nothing In leafy dells alone; And traveller's joy beguiles in Autumn Hearts that have lost their own. For nature, heartless, witless nature, Will neither care nor know What stranger's feet may find the meadow And trespass there and go. Nor ask amid the dews of morning If they are mine or no.

—A. E. Housman.

vice for the easing of the journey. "The Pilgrim's Progress" is the great map story of the world. But there are obvious limits to the validity of such cartography for the individual wayfarer. Each man's journey remains his very own. On his own line of country he is bound to be something of a pioneer. He treads a path along which "no traveller returns" to tell him what lies ahead. Up to a point it may seem to be as nearly as possible a replica of many another, but the wisest and most devoted of advisers past or present, cannot tell him with certainty where his next steps will take him. All the routes painfully trodden and surveyed by others can at the best only help him by suggestion and analogy. Their records may inspire and strengthen him when he comes to his own Hill Difficulty, his own Slough of Despond, or his own Valley of the Shadow. But they cannot show him any way of avoidance of the hazards or spare him the stern task of winning his own way through. When all has been said and done to help us, still "We are the pilgrims!"

Light From Japan

(Exchange) By way of mission activities, we have been sending light for years into dark corners of the earth such as Japan, and now that country reciprocates in a somewhat unacceptable manner. Hardware and Metal reports that the Canadian electric lamp market is greatly disturbed by a tremendous increase in importations from Japan. In ten months ending October 31, Japanese lamps to the number of 1,421,973 entered Canada, compared with 425,277 in the corresponding period of the previous year.

HEADACHE POWDER GOES WITH BILLS

ATHENS, Ga., Jan. 13.—On the first of the month when the bills pour in, does it give you a headache? An Athens firm is enclosing samples of a headache powder with its statements of indebtedness sent out with the star of the new year.

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