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SOME FARM FIGURES

Prince Edward Island's reputation as the Garden Province of the Dominion is well borne out by the lead which it has maintained over all Canada in increasing the average value of its farm buildings and occupied land during the period 1921 to 1931. These facts are clearly shown in a preliminary report of the Dominion Bureau of Census, based on the 1931 census returns, showing the total number of farms in Canada, the farm acreage, farm values, mortgage debt and farm expenses by Provinces.

The figures for Prince Edward Island show that while the number of farms decreased in the ten-year period, there was an increase of \$68, or 21.08 per cent, in the average value of farm buildings per farm. In all other provinces except Nova Scotia and Ontario, where the increases were respectively 3.15 and 2.14 per cent, the average value of buildings per farm declined, notwithstanding the increase in total value in the western Provinces, due to the increase in those provinces of the total number of farms.

Moreover, in Prince Edward Island the total value of farm property, in terms of 1926 values, increased from \$39,060,440 in 1921 to \$59,446,540, or 52.19 per cent, as against 37.65 per cent increase in Alberta, (the next highest percentage) and 21.55 increase for all Canada. Nova Scotia in the same period showed an increase of 17.87 per cent and New Brunswick, 18.20 per cent.

The value of occupied land per acre increased in Prince Edward Island from \$19.10 in 1921 to \$27.05 in 1931, or 40.96 per cent—an increase of 15 per cent more than any other Province. The average increase for all Canada was 4.16 per cent.

The value of improved land per acre in this Province showed an increase of \$30.42 in 1921 to \$42.08 in 1931, or 38.23 per cent. Here again Prince Edward Island led all Canada, the next highest percentage being that of Manitoba with 26.88 per cent. The increase for all Canada was 8.20 per cent. Nova Scotia showed an increase of \$4.61 per cent, and New Brunswick 10.89.

The decrease in number of farms in the decade under review was 610 for Prince Edward Island, as against a decrease of 16.84 per cent in Nova Scotia and 7.17 in New Brunswick.

The distribution of farms in Prince Edward Island in 1931 was as follows: Full owners, 12,091; tenants, 234; part owner, part tenant, 640.

The average size of farms in this Province increased from 88.8 acres in 1921 to 92.59 acres in 1931. In the same period the increased average acreage in Nova Scotia was from 99.6 to 109.07, and in New Brunswick from 116.5 to 122.02. In the same period the total acreage of improved land decreased by 2.02 per cent in Prince Edward Island, as against a decrease of 14.90 in Nova Scotia and 2.66 in New Brunswick. The figures for average acreage of improved land per farm, however, show an increase of 6.28 per cent for Prince Edward Island, with 2.34 per cent increase for Nova Scotia and 4.88 per cent increase for New Brunswick.

In these and other statistics given, where decreases occur it is clearly evident that Prince Edward Island has suffered less than any other part of the Maritime Provinces, while, as already stated, in improved average value of farm lands and buildings this Province is far in the lead of all Canada.

The phenomenal increase in scientific potato production in Prince Edward Island is indicated by the greatly increased use of fertilizer. The average fertilizer cost in 1920 was \$14.32 per farm; in 1930 it was \$73.86—an increase of \$59.54 per farm, or an average of 416.78 per cent, as against an average

age increase of 11.30 per cent for all Canada.

The taxes "paid or to be paid" on farms for the whole of Canada in 1930 amounted to \$54,360,600 or 43 cents per acre of occupied land, or 80 cents per acre of improved land in farms. The highest taxes per acre for all farm land are paid in Ontario where it is 88 cents and the lowest in Prince Edward Island where it is 17 cents. British Columbia pays the highest taxes (\$2.43) per acre of improved land and Prince Edward Island the lowest (27 cents).

In 1930, 335,349 farms reported an expenditure of \$47,304,820 for feed or an average of \$141.06 per farm reporting. The highest expenditure (\$353.71 per farm) was in British Columbia and the lowest (\$57.09 per farm) in Prince Edward Island.

THE UPSWING

Colonel E. C. Phinney, President of the Halifax Harbor Commissioners, believes that the coming Fall is going to witness a substantially increased traffic movement, not only as affecting this Province, but throughout the country and the world generally. (This, quite apart from the increased traffic which will result from the application of the proposed new Empire preferences.)

Col. Phinney has given some significant figures of increase in Halifax port business for the month of August. In August, 1930, 20,100 tons of traffic was handled over the Harbor Commissioners' piers. This was increased to 25,500 tons in August, 1931, and in August of this year the figure was still further increased to 28,793 tons. And the cumulative summary, January to August, inclusive, just issued by the Traffic Department of the Halifax Harbor Commission, shows the following totals:

Table with 4 columns: Month, In and Out, 1932, 1931. Rows include No. of Vessels, Net Tonnage, Gross Tonnage, Cargo Tonnage, Bags of Mail, and No. of Passengers.

The Halifax Harbor Commission President is confident that the next few months will witness a large expansion in general traffic movement throughout the country. This expansion, he declares, is already in evidence, and with encouraging reports of quickening business in all parts of the Dominion the public may well believe that the upswing has begun in earnest.

TORIAL NOTES

"While in a public sense," says an exchange, "the spectacle of the Imperial Economic Conference ended in a midnight party on board the Empress of Britain on August 20th, official labors, born thereof, still proceed not only in Canada but in many other parts of the Empire. At Ottawa it is said, departmental officials, especially those of the Department of Trade and Commerce are loaded up with work that will continue until parliament meets in October. The labors of Departmental heads began at Easter and show no signs of subsiding just yet. The Canadian public is perhaps unaware of the vast amount of intricate investigation and collation of facts which began in April. After the Conference assembled much of the work in negotiating and revising trade agreements fell on the shoulders of Hon. H. H. Stevens, Minister of Trade and Commerce, and permanent officials. Spring and summer have also been busy months for the Minister of Finance, Hon. Edgar Rhodes, the Minister of National Review, Hon. E. B. Ryckman, and their staffs. In fact the service rendered by public men and by civil servants has been enormous. Mr. Stevens and his aides are still at work on the details of the new agreements with South Africa, Southern Rhodesia and the Irish Free State."

NOTES BY THE WAY

A recent visitor to England gives this impression of the situation there: Britain refuses to be downhearted, because of her confidence in her banking system. In Britain, banking, like diplomacy, is a tradition. Unlike the United States, you cannot start a bank with a charter and a group of ambitious merchants anxious for a flyer in high finance. No amateurs are tolerated. The result is that banks are banks and not first aids to allied investment companies seeking to plaster the country with securities; so England has had no procession of bank failures to sap the spending and moral vitality of her communities. Whatever her tribulations, she has been spared this misfortune. "Furthermore, cautious banking at home has been matched very largely by investment conservatism abroad. Britain's international bankers have not pursued the type of will-o'-the-wisp which bogged so many hundreds of millions of good American dollars overseas. Migration of capital has followed the star of solid and reproductive enterprise."

War cannot be regulated or legalized because on the field of battle or in the conclave of the headquarters staff there is neither jury to interpret nor judge to enforce the laws which experts of Geneva may lay down. One way to stop war is for the people of the country to say "We will not fight." That is all very well, but what is to happen if the people of the other country say, "you darn well shall fight—or submit to spoliation, slavery and massacre?"

R. M. Fisher, K. C., of Winnipeg, in presenting the report of a committee dealing with unemployment and social legislation at the Canadian Bar Association in Calgary said: "Unemployment is a problem for industry; the attempt to shift the burden to Government is bound to prove expensive to industry and to the public generally." He contended that under the stress of an emergency both Federal and Provincial Governments had gone a long way in legislation providing for unemployment, and that when the time came it would be hard for governments to get the people back to realization of their individual responsibility. Thus we find emphatic warnings against increasing encroachment of the state in the sphere of individual activity, warnings which most people will concede are timely.

The fast Cleveland-Toledo Limited, which Motorman Lang was piloting, rounded a curve at 55 miles an hour near Lorain, Ohio. In the middle of the track, with the onrushing electric car bearing down on it, Lang saw a small child, Lella Smith, 2 years old, had toddled away from her nearby home and chosen the track as a nice place to play with her doll. Instantly Lang slapped on his air brakes, gave sand to the grinding wheels, threw the motor into reverse. But, as he realized, even that wasn't enough to stop the heavy interurban car in time. Lang left the cab of his speeding car and climbed out in front. Clinging with one hand, he reached down with the other. Two baby arms raised above a terrified child's face, reached up to him. He grasped the child and snatched her into his arms, held her there safely until the big interurban car finally came to a stop a hundred feet further on.

By her Navy England stands or falls—a small island kingdom with far-flung dominions and possessions, wholly dependent on trade—the policy of naval supremacy pursued for centuries, and for which generations of Englishmen fought and laid down their lives, raised the Empire to a pinnacle of wealth, power and prosperity, by safeguarding her credit and security; the abandonment of this policy in 1922 shattered the one and jeopardised the other.

"A comparatively new and sinister practice in the selling of goods is being developed in this country," says the London Labor Magazine. "Like many more undesirable features of British salesmanship, it is an importation from America. There are more men being broken by this pernicious system of house-to-house selling than by any other phase of British salesmanship. It cannot be too strongly condemned, and the men who are engaged on this work are generally driven to it because of economic pressure. The salesman's chances of success can be measured by the fact that a number of these firms advertise through our leading newspapers every day of the newspaper year. Obviously, if men could make a living with the work, there would not be any necessity to advertise daily for more men. The usual custom is for men to sell

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That Body of Yours IS BRUSHING THE TEETH REALLY NECESSARY?

Owing to the fact that the manufacturers of certain tooth pastes and powders have made most extravagant claims for their products, writers in magazines and advertising journals have quite properly brought them to task for these claims.

Two main points were brought out against these tooth paste and powder manufacturers, (a) that the paste or powder would not do the things claimed for them—cure pyorrhoea and restore bad teeth, and (b) that considering the materials used in manufacturing these products the people were being charged many times their true value.

It is unfortunate for the public generally that these extravagant claims were made and also most unfortunate that these critics found it necessary to expose them. For after all the necessity for cleaning the teeth after each meal, and the use of some cleansing material—paste or powder—once or twice a day is most apparent.

When we eat, particularly the soft foods of our present civilization, there is bound to be left on the teeth some particles of these foods, and the starchy foods not only make up the largest portion of our food, but are the very foods that adhere or stick on the teeth when eaten. These starchy food particles then stagnate, and it is the stagnation, the decay of these foods, that start the little spot on the enamel in its process of decay.

The only way that this decay of the surface of the teeth can be prevented is by vigorous rubbing with a tooth brush and some form of paste or powder.

Even if you can make up a tooth paste or powder of the various known materials used in their manufacture the point is, will you do it? Will the product you make be as safe, and effective? Will it invite you to use it by its attractive appearance and taste?

If you will use the paste or powder of your own manufacture just as willingly and regularly as that of the manufacturer, then you should do it.

What I'm thinking is that many people reading the criticisms of these manufactured pastes and powders, may get the idea that brushing the teeth with any paste or powder costs money, and is of no benefit.

Yet your dentist will tell you that brushing the teeth regularly, brushing them from the gums toward the biting surfaces, front back, and at the sides, is the best method of removing food particles and preventing decay.

The Poet's Corner

FROM "YEARS AFTER"

Could those bright years o'er me revolve So gay, o'er you so fair, The pearl of life we would dissolve And each of us might share.

I wonder not that youth remains With you, wherever else she flies: Where could she find such fair domains, Where back beneath such sunny eyes?

Your pleasures spring like daisies In the grass, Cut down and up again as blithe as ever: From you, Ianthe, little troubles pass Like little ripples in a sunny river.

Well I remember how you smiled To see me write your name upon The soft sea-sand,—"Oh! what a child! You think you're writing upon stone!"

I have since written what no tide Shall ever wash away, what men Unborn shall read o'er ocean wide And find Ianthe's name again. —Walter Savage Landor.

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.

WONDERS OF THE AGE

Sir—We have been so absorbed with the events of the Ottawa Conference lately that some remarkable local happenings are overlooked. The effort of one man—R. B. Bennett—to co-ordinate the various parts of the whole British Empire into one business organization, which is now in a fair way of consummation being one of the greatest events in British History is no wonder that other important matters are not even noticed. We may leave that great topic and draw your attention to three local events which though small in the way, are of intense interest all the same. They all refer to the speed of travel at present. These three cases became known to the writer and are now passed on to you.

First: A man and his family left a city in Western Ontario at 8 a.m. Tuesday, two weeks ago by motor car. The distance to Charlottetown being 1360 miles. On Friday they arrived at Shediac, N. B., in time to allow them to make a trip back to Moncton to visit friends there and yet have ample time to catch the 7 p.m. boat for Borden. They arrived here before 10 p.m. making over 1400 miles of motoring in four days, over 350 miles a day.

Second: Four young ladies decided to motor here from Ontario. The owner of the car left a point 160 miles from Toronto arriving there at 11 a.m. on Tuesday last. The three others being waiting they started without delay. They made good time all the way with however two mishaps. Passing through Quebec they had a flat tire and stopped to make a change. Their jack would not work; but not to be beaten they improvised one by using a fence pole instead of the jack. Three of them with the pole were in the act of raising the car while the other attended to the tires when help came from another car and they were soon on their way again. While nearing Tormentine they were run into by another car going the same way and ditched into a wire fence. Immediate help was afforded and they were off for the boat at full speed.

They boarded at the last minute arriving at Borden in due time where they made a good start for the city, on arriving here they stopped only for a change at the wheel. The lady who did all the wheeling so far gave way to another who knew our terrain. They arrived near Georgetown in quick time and being somewhat tired were in bed probably before the C. N. R. train arrived in Charlottetown; 1290 miles in three days.

Third: This is of another type. A man summering in Orwell had a pressing business call one evening from Montreal. He immediately put in an order for an airplane for the next morning. He motored to Charlottetown and was winging his way to Montreal within one hour of leaving Orwell. Conditions were good that morning and earth spinning in his favour he reached Montreal early. After completing the business matter in hand, and having a lunch, he was off for P. E. I. again. The earth spin this time being against him the return time was longer. However he made good time, and was speeding by car for Orwell where his dinner was awaiting him. Thus in one day he made a trip from Orwell to Montreal and back.

Without their permission the writer has withheld the names of the persons who took part in these three events, but can furnish them to you if required. The narratives of the first two events are quite correct, but that of the third may not be strictly so. It however illustrates the possibilities of travel in these days.

I am, Sir, etc., MIRABILE DICTU.

The Folklore Fairies

It is hardly fair to the scientific savants to assume that their discussions invariably take on a gravid complexion, and quite incorrect to entertain the notion that such councils are "faultily faultless, icily regular and splendidly null." A glance at the reports emanating from the meeting of the British Association for the Advancement of Science should correct this error. For was it not Professor Tyndall, who harped strongly upon the use of the imagination in matters scientific, and did not a past president of that learned body once affirm that nothing is more calculated to stimulate the imagination than the study of material objects, and that, without this illuminating faculty, scientific thought could not advance a single step? One of the topics chosen for this year's program is "The Fairies of Folklore," a subject introduced by Canon MacCulloch, who proceeded to suggest that the stories of fairies are based

1832-1932



In 1832, four years after the establishment of The Bank of Nova Scotia in Halifax, N.S., the first steam train ran in Canada.

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Today transportation facilities of all kinds have developed to an extent far beyond the dreams of the promoters of the first steam railroad. The facilities of The Bank of Nova Scotia have developed correspondingly. A small local bank one hundred years ago it now serves industry and enterprise with a Coast to Coast system of Branches in Canada, world-wide old established banking connections and ample resources to meet the needs of modern business.

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upon facts, and date back to some long-lost race of pygmies, or neolithic men, as they are called. The learned cleric went on to draw out the parallel between the expounded habits of fairies as given in common folklore, and those of primitive men. The conclusion arrived at is that although fairy folklore has been enriched or embellished with a vast amount of superstitious material, the imputation of human traits to the "little folk" seems to rest on the existence of some gnomelike and midgel race who once had a place under the sun but were dispossessed of their heritage by the cold grip of the Great Ice Age. All the same, the clearance was not ruthlessly complete, for in sundry parts of Europe, Austria, for instance, if we rightly remember, there have been discovered caves which could only befit a folk of very small stature, and it is well-known that the pygmies still have a holding and are very much alive in the Wambui and Luvua regions of the African forest. And these folks are accounted as affording as good an illustration of the conditions under which primitive men lived in the Stone Age as can be found anywhere.

But whatever gave birth to the enormous mass of fairy traditions which have come down to us through the ages, it is certain that their conception is of very ancient date. Professor Boswell gave it as his opinion that fairy tale folklore dates back to the glacial period. It gave a stimulus to the human imagination. It has been attributed to the natural desire of human beings to personify everything and to find some rational explanation for the myriad-fold objects that greet the human gaze. In any case, the myth makers had plenty of material to draw upon, and it has been justly observed that of all minor creations of mythology the fairies are the most beautiful, the most numerous and the most memorable in literature. The title "fay" signifies enchantment. The "little folk" have been and are portrayed as creatures of delicate, unearthly and ravishing beauty. Experts in this department of investigation have traced the lore about fauns and nymphs and dryads to the early period history of Gaul. The Caesarian legions conquered almost everything else in Europe, but they did not succeed in killing off the belief in fairies. "They raise the seas and winds by their charms and transform themselves into what beasts they will, and heal such diseases as to others are incurable, and know things to come and prophesy of them..." but not unto any other than such as stately thither for the nonce and come of

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