

THE CHARLOTTETOWN GUARDIAN

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TUESDAY, SEPTEMBER 29, 1931

C. N. R. ECONOMIES

We can understand and sympathize with the management of the Canadian National Railways in its endeavor to economize. It has been going behind at the rate of \$1,000,000 a week, and at that rate it would not be very long before Canada was in the same position as Great Britain with the dole. We cannot always be drawing from the pot without putting into it, and this has been the endeavor of the railway ever since 1928. It has been carrying on with the same expenditure, including high wages and full complement of railway service throughout the length and breadth of Canada, with a revenue which has fallen to practically one half of what it previously was. There is no prospect of an early return to the heavy freight and passenger traffic existent before 1928, due to the slump in the grain industry which has been the background of Canada's prosperity. Added to this there have been the effects and reactions of the word depression and especially, latterly, the practical collapse of the fiscal and banking arrangements of Great Britain. The railways must economize. They must reduce expenses. They must cut their deficits if they desire to carry on and avoid practical bankruptcy.

Recently a C. N. R. loan was floated successfully in New York, backed to the limited by the resources of Canada; which means that every householder in Canada is made responsible for the certain redemption of these bonds. When the Government of Canada went "the whole hog" in backing these railway bonds, the limit was reached in the security which we can offer for railway loans. Is it not natural that these bond-holders would demand of the Canadian National Railways, as the foreign bond-holders demanded of the British Government, that they set their house in order and cut their suit to fit their cloth?

The Canadian National Railways have made a praiseworthy beginning by cutting down expenses, by reducing unprofitable mileage and otherwise. Unfortunately, however, in their ardent desire to economize, they have encroached upon the railway connection between this Province and the mainland for which there is not the same justification as in respect to other economies adopted. We have always been entitled to double train service between here and the mainland—at least since 1915 when the car ferry service—the Confederation pact—was inaugurated.

At first, in the fall months conditions were supposed to interfere with the running of the ferry service at night; but we were able to demonstrate the fallacy of this theory and it has been proven that the car ferry can be operated in clear water as successfully at night as in the day. Latterly our night service has been continued until January, when ice conditions in the Strait and the lack of passengers or freight traffic made it undesirable to run the late ferry. We believe it would be quite possible, and no considerable economic loss, for the railway to continue the second service until December 31st. If they did this, they would cause the least inconvenience to this Province and would demonstrate that the Canadian National Railways recognize our rights with regard to through communication with the mainland in connection with both the Maritime Express and the Ocean Limited from Montreal to Halifax.

A POSSIBLE MARKET

It is interesting to note, in connection with the recent experimental shipment of Prince Edward Island seed potatoes to South Africa, that the latest proposal for a trade arrangement is between that

country and Canada. South African representatives have been at Ottawa and negotiations are under way. For some years Canada has been exporting quite largely to the Cape, shipments in 1930 amounting to nearly \$11,000,000. Our imports from South Africa, however, have not amounted to much. We send motor cars, rubber goods, agricultural implements, lumber and a variety of manufactured articles. But there are few South African products that we can take in exchange. This is the difficulty in coming to a satisfactory trade agreement. South Africa would willingly buy more from us, but she feels that the trade is heavily in our favor already, and she would like some arrangement under which we would take more of her products. If this can be done without subjecting Canadian producers to undue competition in the home market, an agreement mutually advantageous might be arrived at. If the experimental shipment of Prince Edward Island potatoes to South Africa proves a success, a new outlet for this commodity may be obtained which will be of increasing importance in the event of any trade arrangement materializing between the two countries.

THE GOLD STANDARD

The average man must wonder whether a whole lot of nonsense has not been taught about the wisdom and almost vital need of a gold standard, says an Ottawa exchange. The sole practical use of a gold reserve, seeing that gold coin has been withdrawn from circulation, is to serve as a medium for meeting a deficit on the balance of international payments until steps have been taken to bring it again to equilibrium. But since the world hasn't been doing that, since France and United States have been simply hoarding the world's gold supply, making no more use of it than if it were still in a hole in the ground, of what possible value is the theory, or practice?

EDITORIAL NOTES

The local Liberal organ seeks to justify the extravagant cost of the Lea Government election highway work by the statement that the asphalt work on the approach to the Hillsboro Bridge which will be done this fall under the unemployment grant is "similar" to that done on the Malpeque road. This statement is deliberately misleading. The base of the asphalt work on the bridge approach will consist of about 60 per cent gravel, which will make it a permanent frost proof structure. The fact that no adequate foundation was laid for the asphalt highway built last spring by the Lea Government was probably responsible for the cracking up of the surface. The cracks were patched up before the election, but the work still remains a doubtful "experiment," built at enormous cost to the taxpayers of the Province.

The ridiculous suggestion has been mooted that because Great Britain has a coalition government, Canada should follow suit. The fact seems to be overlooked that the British coalition government was formed because the Labour government was divided in its policies and was incapable of carrying on the affairs of the country. Canada already has a national government with a strong working majority. Every member and supporter of the Bennett Government is behind the Prime Minister and his policies and a coalition, in the circumstances, would make for weakness and not for strength. To whom would Mr. Bennett turn for new colleagues? As an Ontario ex-charge points out, he could scarcely call any members of the late

NOTES BY THE WAY

Up to now it has been the hope of most people that rash drivers might be educated to become careful and considerate. Elementary health rules and fire sense have been hammered into a number of thick skulls with fairly satisfactory results. But nothing seems to improve the mentality of the road-hog. He becomes worse every year. Perhaps it is that the intoxication of speed deprives him of all sense of responsibility and sane conduct. Be that as it may, it is becoming daily more apparent that since he cannot be reformed, he must be denied the right to drive a car at all.

Black Friday the day the gold panic occurred on Friday Sept 24, 1899. The exact cause of the panic, which centred around Wall Street, New York, has never been explained satisfactorily, but it is generally considered to have resulted from an attempt made by Mr. J. G. Gould and his associates to corner the gold market. Gould, at that time was thirty-three years of age. He was born in Roxbury, New York, and began his career as a surveyor. He became interested in railway stocks and by their manipulation amassed a huge fortune. He was the founder of the Gould system of railways which was later extended under the management of his son, George J. Gould. Jay Gould died at the age of fifty-six.

We cannot measure the length of the new British Ministry's life, because we cannot measure its task. All we can say yet is that its term of office, judged in relation to what seems now to be supposed, is much more likely to be longer than shorter, and that the nation, while applauding its desire not to linger on the stage when it has outstayed its welcome, will unhesitatingly demand that it shall remain at its post until it has fully restored the patient to health, and all danger of a relapse is past.

Perhaps the heart of the Indian problem is the question of law and order. It is increasingly difficult for Britain to use force in ruling India, because of a change in her mental attitude, and because of the new national consciousness of India. Still this does not imply that Britain is going to "clear out of India," as some of her enemies suggest she should. Britain is going to continue to rule India. There is no idea of her withdrawing from the great peninsula. The people of India have no choice as yet save that of being ruled. Britain is sympathetic towards their wish to govern themselves. Indeed the logical outcome of Britain's policy and promises is independence. But for a long time to come India cannot do without Britain nor Britain without India.

William Jennings Bryan's free coinage of silver scheme was laughed off the American political stage in a single election campaign, but he uttered a prophetic warning when he said: "You must not cruelly mankind upon a cross of gold." For that is precisely what his country attempted, with disastrous results, by hoarding the world's gold in its own vaults and refusing anything but gold payments from debtor countries. The world is being crucified on a cross of gold, and the crucifiers themselves are suffering the most.

Without detracting from the paucity of praise being showered on Mr. Ramsay MacDonald, Mr. Snowden, and Mr. Thomas, for their patriotism in uniting with Conservatives and Liberals to form the National Government, it may be pointed out, that if they had not done so their political careers would now be about ended.

Hit-and-run drivers, people who carelessly start forest fires, those who leave loaded weapons within reach of children are included in the category of those who are responsible for much loss of human life. These very people frequently lament that organized gangster warfare in big cities to the south of us, hasn't been thwarted. They do not seem capable of realizing that they themselves belong to an army that is very much more effective.

Nothing is to be gained—indeed much is to be lost—from a continuance of an attitude which refuses to acknowledge the cold, hard fact that the moratorium is but the beginning of an insupportable task in securing common sacrifices from the creditor nations. Theoretically, Germany should pay and pay and pay. Practically, she can not pay and pay and pay unless the creditor nations are prepared indefinitely to retard the recovery of the world's economic equilibrium for the sake of collecting an excessive political debt levied when the collectors were still dominated by the unreasoning passions of war. The sooner definite information comes from the creditor nations that a complete readjustment will be made when the moratorium expires, the better it will be for creditors and debtors alike.



By James W. Barton, M.D.

COUGH FOLLOWING INFLUENZA

One of the mean symptoms that follows influenza or a severe cold, is an irritating cough that is so persistent that it resembles the cough in whooping cough. Practically every physician has met one or more of these cases.

Dr. G. Richardson, Sydenham, England, points out that in examining patients who have recently had influenza that the trachea (windpipe) and the bronchial tubes which branch from it, one to each lung, are greatly inflamed. There is acute congestion just below the throat and extending all the way down to the windpipe and including the entrance to the bronchial tubes. This is the reason that a person afflicted with influenza has an uncomfortable sensation low in his throat—a hot tickly feeling.

After he gets over the fever of influenza there remains a typical cough, always coming on when lying down in bed at night or when going from a warm area to a cold one; in other words whenever cold air is inhaled over this inflamed lining of the windpipe.

Once a patient starts coughing he finds it hard to stop. "Further, the intensity of the cough varies with the individual; the short stout-necked person gives a most alarming display with his empurpled face, bulging blood shot and streaming eyes; but whatever the degree of the coughing fit, it is a great nuisance to the owner, and to the audience. It bears a startling resemblance to that of whooping cough.

Unfortunately these individuals begin to use the ordinary cough medicines which are used to "quiet" coughs, and all these medicines do in most cases is to upset the stomach and spoil the appetite. I have spoken before about the use of Friar's balsam for sore throat, tonsillitis and so forth, and this is one more place where it seems to be helpful. A teaspoonful is put in the bottom of a jug or other vessel and a quart of boiling water is poured on it. With a towel over his head the patient inhales the steam for a few minutes. This should be done two or three times a day.

The Trend in Canada

(Moncton Transcript (Liberal)) While many people have been speculating on the effects upon trade of the temporary suspension of the gold standard by Great Britain, the Frank of Montreal's business review for September gives assurance that there is no reason to anticipate serious consequences in this respect, pointing out that in the past international trade has flowed freely in like circumstances.

Reviewing conditions in Canada during the 1st month, the bank letter remarks that not much better can be said than that trade marked time. Bank clearings, car loadings, railway receipts and bank loans all show continued shrinkage, but it is pointed out that this is due at least in part to the lower prices. Notice deposits in the chartered banks continue to accumulate, the total now standing at fifty million dollars more than a year ago. This, it is said, is not a sign of an impoverished people, but it does indicate a lack of confidence which must be removed before new investments will be made and new undertakings begun.

Conditions have undergone little change in the manufacturing industries, which is better than can be said of industrial conditions in many other countries. A good deal of activity is reported in boots and shoes, textiles, and woollen wear, but iron and steel, lumber, newsprint and mining all are below normal.

In agriculture the outlook is far from discouraging. Except in the drought-stricken southern sections of the prairie provinces, the harvest will be a good average. The western wheat crop, estimated at about 250,000,000 bushels, is one-third less than that of 1930, but the crop is said to be grading high.

tor nations are prepared indefinitely to retard the recovery of the world's economic equilibrium for the sake of collecting an excessive political debt levied when the collectors were still dominated by the unreasoning passions of war. The sooner definite information comes from the creditor nations that a complete readjustment will be made when the moratorium expires, the better it will be for creditors and debtors alike.

WORLD POPULATION

(An Exchange)

The New York Trust Company publishes figures regarding the world's population, which grew very slowly during the early years of recorded history. As late as 1700, the year for which the first approximately accurate estimates are available, the earth boasted inhabiting the world increased only about 500,000,000 people. Between 1700 and 1800 there was only a relatively small increase, the population at the beginning of the nineteenth century totalling about 630,000,000.

Then, during the nineteenth century, the rate of growth increased as never before. In the short space of 100 years, the number of people inhabiting the world increased nearly two and one-half times, the world population in 1900 approximating 1,550,000,000. In 1929, according to the economic and financial section of the League of Nations, the world population totalled 1,962,000,000.

Another interesting point is that the rate of increase seems now to be declining. Between 1700 and 1800 the world's population increased 26 per cent, or an average of 2.6 per cent in each decade. During the next century, it gained 145 per cent, or 14.5 per cent, every ten years. But in the first three decades of the present century, the increase has been only 26 per cent, or an average of 8.7 per cent per decade. In the United States, with the raising of the standard of living, the birthrate has declined very rapidly until now it is only about one-half as high as in 1870. During the last ten years alone it has dropped 20 per cent, and is now about 19 births a year per 1,000 population.

These statistics provide room for thought and speculation. One would have imagined that the progress of surgery and medicine, by lessening the death rate, would have tended to accelerate the increase in population. As a matter of fact, the progress of civilization makes for a declining birth rate, for smaller families, and for a less rapid increase in population than was characteristic of the nineteenth century. It would, indeed, appear that the nineteenth century was unique in the matter of human fecundity and that if present tendencies continue to prevail the world's population will approach a stabilized maximum, and, perhaps, after the lapse of decades, tend to decline.

and the reduction in the total which appears to be general throughout the world, will tend toward the reduction of the carry-over and eventually toward higher prices.

Cattle exports to Great Britain have been proceeding regularly, the bank review continues, and are expected to exceed 25,000 head for the season. In this connection it may be remarked that Ottawa reports today that shipments of Canadian cattle to France have been successfully accomplished, thus opening a new outlet for this type of Canadian farm product.

Production of dairy produce is large, and exports of butter and cheese are greater than last year. The commercial apple crop is estimated at 223,000 barrels in excess of last year's, and 364,000 barrels above the five-year average. The potato crop also is large, the estimate of 53,569,000 hundred-weight showing an increase of ten per cent over 1930.

There are features of the situation which are not so gratifying to the producers notably the low average of prices, but on the whole the review of conditions in this country shows that Canada has much for which to be thankful.

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That Body of Hours

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THE WILD SWANS AT COOLE

The trees are in their Autumn beauty, The woodland paths are dry, Under the October twilight the water Mirrors a still sky; Upon the brimming water among the stones Are nine and fifty swans.

The nineteenth autumn has come upon me Since I first made my count; I saw before I had well finished, All suddenly mount And scatter wheeling in great broken rings Upon their clamorous wings.

I have looked upon those brilliant creatures, And now my heart is sore. All's changed since I hearing at twilight, The first time on this shore, The bell-beat of their wings above my head, Trod with a lighter tread.

Unwearing still, lover by lover, I paddle in the cold, Companionable streams or climb the air; Their hearts have not grown old; Passion or conquest, wander where they will, Attend upon them still.

—W. B. Yeats.

The Ice Age

Explosions in the centre of Greenland may have important news for the rest of the world. For many months a German scientific expedition has been at work on geological features of Greenland, activities which cost the life of the expedition's leader, the distinguished German geologist Professor Alfred Wegner. In midsummer one party penetrated to the centre of Greenland, midway between the coasts on the 72nd parallel, and measured the thickness of the ice cap by means of shock waves sent down through the ice by explosions of dynamite. These waves were reflected from the solid ground underneath the ice and detected by seismographs on their return to the upper surface. From the time needed by the waves to go down and back the ice sheet's thickness was computed. The figures obtained, recent reports from the expedition indicate, are unexpectedly large, according to a New York paper: some geologists would say unbelievably large. They indicate nearly 9,000 feet of ice. Years ago Lord Kelvin calculated, from the known properties of ice, such as its ability to flow slowly under pressure, that no ice sheet could be as thick as this unless under very special circumstances. Ordinarily, so thick a sheet would flow out more widely, of the edges of any continent except Asia and certainly off the edges of relatively small land like Greenland. There is a possibility that the new German measurement is too large because of some unknown difference in the speed of shock waves through ordinary ice and through ice under extreme pressure at the bottom of Greenland's accumulation for an assumed speed of these waves is a necessary part of the German expedition's calculations. It is possible, on the other hand, that the Kelvin calculations were wrong or that some unusual condition in Greenland, such as its rim of encircling mountains, makes these theories inapplicable.

In any event, Greenland studies now promise, as explorers like Commander Peary and Professor Hobbs long have predicted, to be highly significant in unraveling the history of the ice sheet of the glacial period covering this part of North America. In interpreting such evidences as the cutting below the Fellsades or the scratched rock surfaces which stick out here and there in Manhattan, geologists have been guided chiefly by what

now can be seen of ice action in spread and dominated by quite different forces than the small ice flows of glaciers. The new German result suggests that Greenland's ice cap is a closer model for the former condition of North America.



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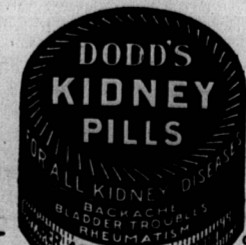
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