

THE CHARLOTTETOWN GUARDIAN

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THURSDAY, SEPTEMBER 26, 1929

SIDETRACKED AGAIN

In The Guardian's news columns yesterday there was the report of a tour of "the Maritimes" of two officials of the C.N.R. Colonization Department, Messrs. E. H. Gurton, East-ern Manager of the department at Montreal, and R. M. Pym, superin-tendent of the Juvenile Immigration Department of London, England. They are reported, at the conclusion of their tour at Moncton, after visiting sections of New Brunswick and Nova Scotia, where Danish or Scandinavian settlers had been placed, to be particularly pleased with their trip. Mr. Pym's visit, we are told, "was for the purpose of inspecting facilities and opportunities for placing juvenile settlers on the land in the Maritimes, and he expressed himself as well pleased with the opportunities afforded the youth of Great Britain in this section of the Dominion."

This is very interesting and encouraging news to the people of Nova Scotia and New Brunswick, to which parts of the Maritimes the welcome visit of Messrs. Gurton and Pym seems to have been confined. That Prince Edward Island is also a full-fledged Province within "the Maritimes," and as such is entitled to every consideration on the part of the Canadian National Railways in the matter of immigration of juvenile or other desirable settlers, seems not to have been considered by the officials who planned the present tour. The occasion is not the first in recent months when Prince Edward Island was coolly ignored in the matter of important official visitations to "the Maritimes." Why this should be so is a question which the Provincial Government ought to be able to explain. We have many vacant farms in this Province, and the opportunities for settlement should be as good as in our sister Provinces. The Federal Government and the Canadian National Railways have shown a laudable disposition to help those who help themselves in this matter. The fact that the Government of this Province has not yet taken the trouble to organize an immigration and colonization bureau or bestirred itself in any methodical way to attract immigrants or to retain the few who come here, may account for the seeming partiality shown to our sister Provinces of Nova Scotia and New Brunswick. The advantage of having "two Governments in line" becomes negligible indeed when the local administration persists in sleeping on the job.

MADE IN THE U.S.A.

Why, asks the Liberal press, are Conservative speakers going about the country talking on the need of a tariff policy when the country is so prosperous? One very good reason may be found in the following statement from the Independent Canadian Farmer:

"At present time the Western Provinces are employing hundreds of thousands of laborers for but six months of the year—from May to the end of October. In November this large army of farm laborers is suddenly thrown into unemployment, and this condition remains until the following May. At first on being thrown out of work the farm laborer is amazed—What has happened? On his arrival in the country in April or May, passing through the Western Provinces by train on either side he could see thousands of acres of the finest agricultural land, and at the larger stations his attention was drawn by the numerous farm implements to be seen—plows, harrows, discs, tractors, etc.—all of the very best. Naturally, he dreamed of a happy future; he thanked God for bringing him out of the house of bondage in the Old Land, into the glory of the Promised Land, and made plans for a glorious future, bringing out his family and starting a new life. Why should he not think this, as Canada is without doubt the wealthiest country in the world. Yes, dear immigrant, we are using every year thousands of brand new agricultural implements; but when we invited you to come to Canada we

did not tell you the whole truth. All those beautiful machines which you saw from the windows of your train, bore a small inscription which you were unable to see—saying simply: "Made in the United States." In this inscription may be found the reason for bread-lines in Edmonton—in Winnipeg—in Saskatoon—in provinces where every year millions of acres of land are covered with the best wheat in the world. And the terrible nightmare of these bread-lines will continue as long as this small inscription is found on our farming implements—"Made in the United States."

HEADS AND TAILS.

An alleged increase in the number of convicted drunks in Ontario is given by the local Liberal organ as an alarming evidence of the failure of the Ferguson administration.

An actual increase in the number of convicted drunks in Prince Edward Island is given by the same organ as evidence of the success of the Saunders administration.

The Charlottetown police court record for last August of arrests for drunkenness was the worst in the recorded history of the city, there being twenty-eight arrests for drunkenness during Exhibition week alone, which is more than the combined arrests for drunkenness during the great Exhibitions held at Toronto and Ottawa this year.

The crime record of the Province during the past year also shows a greater increase per capita than any Province of Canada.

In the case of Ontario, increased convictions are evidences of increased lawlessness. In the case of Prince Edward Island, they are evidences of increased efficiency in the administration of the law.

"Heads we win, tails you lose!"

EDITORIAL NOTES.

Alleged smallness of indemnities seems to have no terrors for parliamentary aspirants in Ottawa.

There is slight probability of the House of Hohenzollern crumbling for lack of funds. The former Kaiser is reputed to be one of the wealthiest men in Europe and the family assets are said to exceed \$125,000,000.

One of the leading provincial highways in Ontario is named the "Ferguson Highway" in honor of the Premier. How long will it be before we shall have a "Saunders" or a "McIntyre" highway in this Province?

A Western exchange features a cartoon of the "Manitoba potato" up in an aeroplane, soaring jubilantly into the blue sky of "high prices," while a distracted housewife below is calling, "Hey, Irish, c'mon down! Be reasonable!" Manitoba consumers may feel that way, but if the Prince Edward Island potato takes a joy ride in the air this year, no one in this Province will begrudge the farmer his well-earned profit.

The smashup of an expensive Government-owned car on Monday night at Southport, reported in the press, gives rise to considerable speculation as to the cause of such an accident. It serves also to bring forcibly to public attention the increased expenditures which have been made in this connection. It is understood that no fewer than seven cars have been purchased by the Government apart from auto trucks, of which three have been acquired. Ten new automobiles for the Government in one year is purchasing at a rate almost equivalent to that \$100,000 order for road machinery. Evidently this dealing in quantities tends to make the Government regardless of costs and maintenance; otherwise why should a reliable car which cost in the vicinity of \$1500 be allowed to be run on the road at night and smashed almost beyond recognition?

Notes By The Way

The Centennial Club of New York is preparing a list of 100 of the "most useful men in the world," an obviously difficult undertaking, but one of possibly considerable public interest. As in the case of the Hall of Fame, there will be no doubt many dissentients from any list that can be compiled, and objections may be expected that underlying names have been approved and more deserving ones omitted.

It is of interest to Canadian readers to know that Jack Miner, the naturalist, has been influentially nominated as "one of the hundred." The number of his friends and admirers in Canada is countless. His name has been placed before the Centennial Club for recognition by Bernard Thomas Hughes, a world-known and famous newspaper man.

Few men are more worthy of high honor and distinction in Canada than Mr. Miner, not only as a lover and trusted friend of the birds, but as a humanitarian and a man greatly useful in his day and generation.

A new metal called Bohmalite is being extensively advertised in the United States as a substitute for iron. Great are the claims put forward to further introduce it. Bohmalite is really an alloy, and its chief claim is that it is 62 per cent lighter than iron and serves almost every purpose served by iron. It appears that aluminum, now well known in almost every kitchen in the land as the material of which light-weight vessels and containers is composed is a principal constituent of bohmalite.

"Iron must go," it is claimed, because the new alloy has high uniform hardness great density, strength, and ductility, and is already used in tremendous volume by scores of leading manufacturers in America. For steamships, railway cars, trucks, buses, automobiles and aeroplanes the great reduction in weight of all their metal parts would mean an immense saving in the cost of transportation.

An electoral reform proposed by Professor Ramsay Muir is attracting attention in England. "If I were a dictator," he says, "I should enact that no voter should be placed upon the register except on a personal application, to be made at a fixed time, not in the heat of an election, and that every voter who did not use his vote should be struck off the register, and be required to make a fresh personal application."

These provisions seem to be based upon common sense and a due regard for the welfare of the nation. They maintain the right of all adults to vote, and tend to exclude the slack and indifferent, who do not take their responsibility seriously and would save us from the domination of the wavering mass who now determine our future.

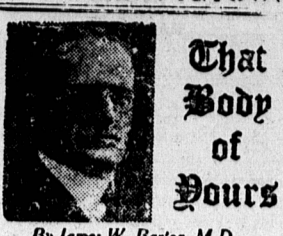
The Liberal Globe of Toronto—fortunately it is not the greater globe we all inhabit—wobbles in its course in the Ontario election. A little while ago it condemned Mr. Sinclair as a leader of the party and advised the provincial Liberals to get rid of him. They did not give heed to its advice. Now The Globe has taken Mr. Sinclair to its bosom again and gives front-page prominence to all his sayings and doings.

Co-operative Government, now established in Saskatchewan, is something of a novelty in Canadian Government affairs. Under Premier Anderson and his colleagues, it appears to be numerically largely Conservative in its make-up, but we are told it is not Conservative, not a coalition, but just "co-operative." And a co-operative government may be a very good one, as we trust it shall be. That the Liberals have lost the province which they had held so long, is the sullenest angle of the situation.

As the plebiscite in Nova Scotia draws nearer the question whether Premier Rhodes may or may not follow it with a political election becomes of increasing interest. The temptation to dissolve the legislature will be strong and the extensive changes already provided for in the representation of the different counties would justify, if they do not make it obligatory as well as desirable.

Premier Ferguson addressing a Conservative convention at Elmvale on Saturday last, quoted President Hoover in support of education and moral suasion rather than coercion in promotion of temperance and sobriety. President Hoover said in part:

"Ever since the adoption of the Prohibition Amendment too many people have come to rely wholly upon the strong arm of the law to enforce abstinence, forgetting that the cause of temperance has its strong foundation in the conviction of the individual of the personal value to himself of temperance in all things. "In other words," smiled Mr. Ferguson, "Mr. Hoover gets back to the sound fundamental principle that the only way of dealing with a difficult



By James W. Barton, M.D. TREATING THE MIND FOR INDIGESTION

I often think it would be a good thing for the patient, and the doctor also, when a patient who has been suffering with "indigestion" for a considerable time asks for treatment, the doctor would treat that condition as being very serious and needing careful attention.

So many of these cases have been in the habit of going to a doctor, and if "relief" is not obtained in one or two visits, go on to another.

They take the medicine suggested by one doctor for a short time, try something else recommended by a friend, and then go to another doctor.

Now the very fact that the patient consults the doctor for his dyspepsia or indigestion shows that he needs attention, whether that attention is given to his mind or his stomach.

The doctor therefore instead of "proving" to him that he has neither cancer or ulcer, that stomach juice has right amount of hydrochloric acid, and therefore there is nothing wrong with him, should make complete tests of the work of the stomach and intestines.

This may cost time and money, but it is the shortest, the cheapest, and the most satisfactory way of treating these cases of "chronic indigestion."

Very often although there is no cancer, ulcer, tuberculosis or other such condition, there is a delay in the emptying of the stomach, perhaps in the time the food takes to go through small intestine, and a long delay in the large intestine.

Now from the doctor's standpoint, as there is no organic condition, he is apt to tell the patient there is nothing wrong with him, give him perhaps a suggestion about food or exercise, and the patient is dismissed.

Now this patient is in real need of full and straightforward advice about his living habits.

His diet should be carefully outlined, definite exercise prescribed, and if necessary measured by the doctor for an abdominal belt that will support the organs until he gets some strength from his abdominal exercises.

This immediately does away with drugs, which in his case have been upsetting him physically and mentally.

You can readily see how "brilliant" results can be obtained in these old cases of indigestion, if a little more thought is given to the patient.

THE LAND WE LOVE

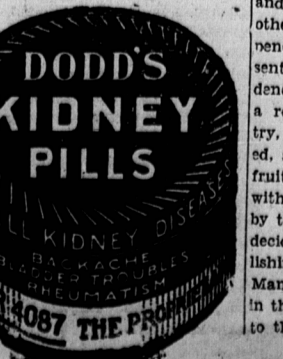
By FRANK LEIGH

THE MACKINAC COMPANY

Q. What was the Mackinac Company?

A. The Mackinac Company was organized in 1783, apparently at the same time as the North West Company, and composed of much the same firms and individuals, although each contained members not in the other. It operated almost entirely in United States territory from Cahokia in the south to the sources of the Mississippi, and by way of St. Peter's river did a considerable trade in Spanish Louisiana, which at that time extended north to the Missouri, or was so claimed. The Mackinac Company operated through all of Wisconsin, northern Illinois, Iowa and most of Minnesota. After Mackinac was turned over to the Americans, the company continued to operate under the clause of Jay's treaty relating to the fur trade. In 1811 John Jacob Astor bought out the interests of the Mackinac Company and merged it in the South West Company. The operations of the latter organization were suspended during the war of 1812-14 and in 1816 it was reorganized as the American Fur Company.

of this kind is by educating public opinion by persuasion rather than by coercion."



Manufacturing In the Maritimes

(Canadian Pacific Railway Review.)

Wide attention has been drawn in the last couple of years to the regeneration of the Canadian Maritime Provinces. That there is a new spirit energizing all of the territory's varied activities is made evident in countless ways. Today the Maritime Provinces are much more of a force to be reckoned with in Canadian economic progress, advancing in a manner which will unquestionably take them far. Among the phases of activity in the Maritimes sharing in this progress is manufacturing. In the five years between 1922 and 1927 the capital invested in the manufacturing industries of the Maritime Provinces increased by over 20 per cent, and the gross value of production by approximately 12 per cent, and it is since that time that the real stimulation to industrial activity has been experienced so that progress at a more accelerated rate can be expected.

There is a greater volume of manufacturing capital in Nova Scotia though this and the sister Province of New Brunswick run neck and neck in the value of manufacturing production. In 1927 there was invested in the 1,190 manufacturing establishments of Nova Scotia \$128,155,040, these having a gross production value of \$74,458,297. In New Brunswick's 872 manufactures a total of \$99,087,327 was invested, but they accounted for a gross production value of \$72,666,665. Prince Edward Island had 291 establishments reporting with a capitalization of \$3,081,504 and a production value of \$4,493,628. In the year 1927 the three Maritime Provinces added \$13,761,805 to their manufacturing capitalization. In that year a total of 39,066 persons found employment in the various manufactures, being paid \$39,297,914.

The leading industry of New Brunswick, which is also the most valuable in the entire Maritime area, is sawmills in which there were in 1927, 233 establishments engaged, capitalized at \$20,555,201, with a production value of \$11,835,035. The area of Cape Breton furnishes Nova Scotia's most valuable industry, rolled iron, steel products, etc., the five establishments capitalized at \$25,107,593 being responsible for a production value of \$9,870,155, ranking this as the second Maritime manufacture. Butter and cheese leads in Prince Edward Island with a production value of \$1,143,554. In New Brunswick pulp and paper making ranks second with a production value of \$8,934,580 and in Nova Scotia, fish curing and packing with products valued at \$6,951,407.

The greatest industrial centre in the Maritime Provinces is Saint John, N.B., with 129 manufacturing establishments capitalized at \$33,487,639 and a production value of \$26,080,757. Sydney, N.S., centre of iron and steel activity, follows with 29 establishments capitalized at \$42,367,891 and a production value of \$16,988,479. Dartmouth in the same province, a lumber and pulp centre, is a close third with a capitalization of \$16,008,628 and a production worth \$16,331,684. Halifax ranks fourth with \$31,003,880 invested in its manufactures which have a production value of \$13,069,433. Moncton, N.B., is an important centre of manufacturing with a capitalization of \$7,633,891 and a production value of \$7,350,483. Eight centres, Annapolis Royal, New Glasgow, Truro and Yarmouth in Nova Scotia, and Bathurst, Edmundston, Fredericton and St. Stephen in New Brunswick have manufacturing production values in excess of \$2,000,000; and Campbellton, Milltown and Sackville in New Brunswick and Charlottetown, Prince Edward Island values between \$1,000,000 and \$2,000,000.

Though manufacturing in the Maritime Provinces does not loom up as of outstanding importance in comparison with the rest of Canada, the three provinces accounting for but 4.4 per cent of the Dominion's total productive value, it is becoming increasingly significant in the general activity apparent in all phases of the territory's life, in the elaborate port development, new hotel construction, growing tourist traffic, swelling agricultural production, and increasing population. In 1928, according to authoritative statement, seventy new industries of substantial proportions established in the Maritime Provinces and there were additions to eleven others, the whole representing an expenditure of \$6,500,000. In the present year there has been much evidence of new industrial activity with a reorganization of the steel industry, new pulp and paper mills erected, and fish curing and packing and fruit canning plants established, and with an investigation put under way by the government of Nova Scotia to decide as to the feasibility of establishing flour mills in that province. Manufacturing is inevitably to share in the new prosperity which has come to the Maritimes.

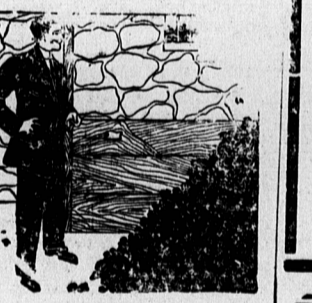
Nine Instead Of One

(The Vancouver Province)

"Think of nine provinces instead of one," Hon. R. B. Bennett urged the Young Conservatives in Vancouver in his address on Monday. It was good advice, too. It was by thinking of four provinces instead of one that the Fathers of Confederation created Canada, sixty-two years ago, out of a handful of distinct and often quarrelling entities. To a certain extent necessity supplied the impetus which resulted in Confederation. But from some of the Fathers came the inspiration and from others the practical experience which went into the founding of the new Dominion. Since then we have added province to province until now, instead of the original four we have nine. And we are probably not finished yet.

It wasn't easy, in those rather far-away days of 1865 and 1866, when the fabric of the new Canada was being pieced together for the men who had taken up the task to think of four provinces instead of one. Two of the provinces had been together then separate and then together again; but the union had not been a happy one. The others had been separate for a long time, and it was difficult to look upon them as ever being able to achieve a close unity. Yet with stern necessity driving, with McGeens kindling Celtic imagination pointing to the great destiny ahead, with Macdonald and Tupper and Brown evolving practical methods from the depths of their experience and patriotically sacrificing personal interests and strong antipathies, and with Cartier resolutely holding his patriots to the bargain he deemed desirable, the union was effected.

Today it is nine provinces instead of four that we have to encompass when we think of Canada. But we have had more than sixty years of practical experience of Confederation and most of us have known no other condition of affairs. It should be infinitely easier for us to look upon Canada as a unit than it was for our fathers and grandfathers. But Canada is a country of enormous distances and varied interests. Geographical divisions and racial divisions, too tend to throw us into different camps and coteries and centre our attention on the group rather than on the whole. So, it is still necessary, sometimes, to make the effort to think that there is more to this Great Canada than there is to British Columbia or Ontario or Nova Scotia. But the effort is well worth making and the better we make it, the easier it will become, and the better it will be for Canada and the nine separate provinces of which the Dominion is composed.



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Who is the monarch of the Road? I, the nappy rover! Lord of the way which lies before. Up to the hill and over— Owner of all beneath the blue, On till the end and after, too! I am the monarch of the Road! Mine are the keys of morning, I know where evening keeps her store. Of stars for night's adorning, I know the wind's wild will, and why The lone thrush hurries down the sky! I am the monarch of the Road! My court I hold with singing, Each bird a gay ambassador. Each flower a censer swinging; And every little roadside thing A wonder to confound a king. I am the monarch of the Road! I ask no leave for living; I take no less I seek no more Than nature's fullest giving— And ever, westward with the day, I travel to the far away! —Isabel Ecclestone Mackay in "Fires of Daffodow."

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