

THE CHARLOTTETOWN GUARDIAN

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THURSDAY, FEBRUARY 5, 1931

The Common Cold

There are more "cures" for a cold than for any other human ailment; and, as a humorist has pointed out, nearly all are successful—the fact being that, nine times out of ten, a cold untreated runs its course and disappears. In the present state of our knowledge, says the Saturday Review, it is almost useless to attempt to avoid exposure to infection. During epidemics we can slightly lessen the risk by avoiding crowds but more than this is for nearly all as impossible. The efficacy of anti-catharrhal prophylactic vaccines and serums is a matter of faith rather than of evidence, though it is likely that the liability to some of the dangerous sequelae of colds may thus be reduced. Far more important is the maintenance of the natural resisting powers of the body at their highest pitch. Not by undue exposure to cold or by avoidance can relative immunity be achieved; but by training the skin and the nasal mucous membrane promptly to react to variations of temperature. Chilling and mollycoddling are alike dysgenic. By vigorous exercise in cool air the circulation is promoted, the muscles are kept irrigated, and waste products are swiftly removed. Ill-tended individuals who frowse in stuffy rooms until the heat and humidity cause an unhealthy swelling of the nasal mucous lining, and then suddenly expose themselves to the chilling air of a winter night, are simply asking for trouble. Efficient nasal functioning is, indeed, the first line of defence. The virus of the common cold is probably able to multiply only in contact with living cells, from which healthy mucus normally cuts it off.

Peace and Protection

The economic arguments for Protection as a national policy are many and convincing. Here is another aspect of the situation, as viewed by a correspondent in the London Spectator, whose letter was evidently inspired by abusive criticism of the kind frequently uttered by such die-hard Cobdenites as Sir Philip Snowden:

"To say that economic nationalism is an accused thing seems to me to be the result of shallow or senseless thinking. No one thinks me a dangerous character because I like protection in my private life. In spite of policemen, walls, and other safeguards to my home indeed, because of the sense of security they give me I am ready to cooperate with my neighbour. I can conceive of an age when no external restraints may be necessary, but meanwhile the absence of barriers between individuals, as between nations, would not make for peace, but for anarchy. A world of high tariffs, with each nation relying mainly on its home market and securely based on agriculture (the rest of all sane living) would not necessarily be a world ripe for war on the contrary, I think that it would be a stable and contented world, and that the Free Trader's paradise (which is really very like a free fight for markets) would lead to a state of affairs of the nations of the world were ever mistreated enough to adopt it in which the horrors of peaceful industrial restriction could be alleviated only by the lesser horrors of war."

Strikeless Canada

Strikes, notes the Vancouver Province, are much in the air, these days, on two sides of the world, but not in Canada. In Australia, labor is considering whether it will accept the 10 per cent wage cut decreed by the Arbitration Court or strike to maintain the wage level now being enjoyed. In Great Britain, the MacDonald government risked its very existence on the Trades Disputes Bill which is intended to legalize sympathetic strikes, and, under certain circumstances, a general strike. In Canada, the strike and the lockout as weapons in the traditional war between capital and labor have receded so far into the background that the country has little more than a shadowy memory of them. Canada appears to have escaped strikes in recent years largely because of the growth of a better understanding of one another's problems by both capital and labor. Labor's demands

have been less extreme than at one time they were disposed to be, and capital's attitude toward labor has been more sympathetic and less arbitrary. Both sides, in fact, have come to appreciate that, far from being warring factions, they are, indeed, necessary to one another, both being factors in the work of production.

Story of the Tanks

It is not generally known that the man whose imagination resulted in the tractor being transformed into that strange weapon of warfare, the tank, was Col. Ernest Swinton, a veteran English officer of high intelligence, who in the early days of the war was the Official Eye-witness in France. He had already had experience of the Holt tractor though not, of course, as a weapon, and it struck him that here was the key for the stalemate on the western front. On a visit to London he communicated his idea to Col. Maurice Hankey, secretary of the Committee of Imperial Defence, another officer of the keenest intelligence and imagination. Hankey agreed to put the proposal before Kitchener while Swinton would approach headquarters in France. In both places, the idea was rejected as visionary. But Hankey had also told Asquith about it, and his statement to Asquith came to the attention of Winston Churchill, who seems to have had a sounder military instinct than the high command in any army. The proposal interested him, and when the army flatly refused to have anything to do with it, Churchill, in the navy, became sponsor for it. The result was the creation of a committee of experts to examine the whole problem, and the final triumph of the tanks during the latter battles of the war.

Reason For Optimism

Speaking in Toronto recently, the president of a business organization drew attention to the fact that the depression in the wheat market is by no means without precedent. Western Canada suffered a severe depression from 1921 to 1924, when the farmers were more heavily burdened with obligations than they are to-day, and when wheat prices fell from \$2.37 per bushel in 1919 to 81 cents in 1921, and to 67 cents in 1922. The highest average price in subsequent years was \$1.23 in 1925, while in 1929 the average was only \$1.16 per bushel. From the 1921-1924 depression the West and the whole Dominion emerged into five years of the greatest prosperity in the country's history. Why should this process not be repeated in the near future? That is a thought upon which our pessimists should dwell today.

Editorial Notes

At least, comments an exchange, former Major-General Smedley Butler of the United States Marine Corps can have the satisfaction of knowing that he was the cause of an unparalleled spectacle, namely, that of Uncle Sam apologizing to somebody.

There have been many definitions of a good education. The following one, by Professor J. Graham Kerr, has the merit of being brief and serviceable. "A good education is one that succeeds in making the average individual a good citizen who will play successfully the role allotted to him as a constituent member of that complicated organism the civilized community."

A luckless new member of Britain's House of Parliament, one day, got as far as a dramatic: "There is one thing England will never forget—" The House waited in vain for him to continue but after a few minutes deep pondering the embarrassed member sat down. Later, friends asked of him, "What is it that England will never forget?" "I'm hanged if I know," was the reply.

Notes by the Way

An English scientist, after examining the remains of a Peking man has found confirmation of kinship between the early men of China and those of England, one of the evidences being "the exceptional thickness of his skull." This, perhaps, explains why it is so difficult for some Chinamen to see a joke.

The present epidemic of depression like other epidemics has called forth the usual number of doctors and remedies. One attributes the depression to overproduction, another to under consumption, another to national extravagance, another to individual extravagance and so on. The cures described similarly vary. They include produce less, buy more, buy nothing but what you want, patronize the farmers and the merchants and traders and keep on believing that things are not nearly as bad as they appear to be. Doubtless observers of these prescriptions would work miracles. The trouble most people see in the epidemic is that they cannot afford the prescribed remedies. Men would buy their necessities if they had the money. They would have fewer needs if they had more money, they would buy things they do not want if they had more money than they could make use of and so the depression national and individual could be wiped out easily and swiftly if— If we had all the money we needed we could apply the prescribed remedies which reduced to the last analysis would mean that there would be no depression or financial stringency of any kind and that everything would be lovely. The truth of the situation appears to be that there is not enough money to go around or else that a few individuals here and there have cornered all the surplus wealth.

Professor Phillips of Yale University in the United States is the owner of a dog which has been elected as a member of Yale College Literary Society, and his master claims he is the most literary dog in the world. This Professor humorously refers as follows to his intelligent dog: "All his books are dog-eared, and he himself composes a great deal of doggerel. He reads constantly in Matthew Arnold, especially liking the book 'Literature and Dogma,' and he himself is a dogmatic philosopher of sorts. He has a complete set of Shakespeare, which he bought dog-cheap. His favorite character is Hamlet, because, as he says, Hamlet was a Great Dane."

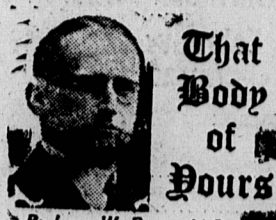
Sir James Barrie in an address to the students of St. Andrew's University reminded them that the greatest of the Scottish Universities were "the poor proud homes you come from," which said so long ago: "There shall be education in 'his land.'" This is true of other countries than Scotland, the home is the mother of the university.

"In the war," said Sir James Barrie in a rhetorical address, "it was not the fighting men who were distinguished for abuse; as has been well said, 'Hell hath no fury like a non-combatant.' Never ascribe to an opponent motives meaner than your own. There may be students here today who have decided this season to go in for immortality, and would like to know an easy way of accomplishing it. That is a way, but not so easy as you think. Go through life without even ascribing to your opponents motives meaner than your own. Nothing so lowers the moral currency; give it up and be great."

Now that General Pershing has declared that he did not make that famous "Lafayette, we are here" speech in Paris during the war we are beginning to have an uneasy and skeptical attitude toward famous remarks made by other great men. For Pershing's supposed speech was made in modern Paris, amid all of the modern devices for setting down exactly what happens; what possibilities for error must there not have been in the days before shorthand and the omnipresent newspaper reporter? Did Lawrence, for example, really say, "Don't give up the ship?" Did Nelson really declare "England expects every man to do his duty." Did Grant declare that he proposed to "fight it out on this line if it takes all summer?" Did Patrick Henry demand that he be given liberty or death? All of this is disturbing. General Pershing really should not have disillusioned us. That "Lafayette, we are here" was too good a legend to kill. He ought to have left us believing in it.

Liberal newspapers are now speculating on the meaning of Premier Bennett's visit to Washington. Each is guessing and the next repeats the guess with a little addition and so the speculation continues. It furnishes copy but little information.

The Hon. William Lyon Mackenzie King is becoming very impatient over the delay on summoning Parliament. He declares that the need of a parliamentary session is even more urgent now than was that of the special session held after the election. Mr. King will probably find that Parliament will be summoned in good time for his necessities and it is extremely improbable that the session will bring him comfort.



That Body of Hours By James W. Backen, M.D.

NO KNOWN CAUSE OF APPENDICITIS. It is certainly discouraging to study the statistics or figures on appendicitis. During the past thirty to forty years, and that is about the length of time appendicitis has really been familiar to the medical profession, not only has the number of cases increased but the number of deaths also. In the past twenty years the number of deaths has increased three fold.

Now when you remember that appendicitis is a familiar word to everybody, and the region of the appendix and the typical pain is likewise familiar, why is it that so many more people die than when so little was known about it. I sometimes think it is because no one has been able to show the exact cause of appendicitis; that is no one definite cause. Years ago a young physician ventured the opinion that it was the formation of gas in the intestine that caused appendicitis. The gas blew up the little tube or appendix, just as a youngster blows up a toy balloon. This opened the mouth or entrance of the appendix so wide that various things seeds, rough food, and so forth, got into the appendix and so irritated its wall that the wall became inflamed thus causing appendicitis.

Lately another physician gives it as his opinion that "during digestion an increased amount of fluid finds its way into the appendix, which fluid becomes alkaline with some digestive power, and if it remains there long enough actually breaks down or digests a part of the wall of intestine, thus setting up appendicitis."

Anything that will prevent the appendix from emptying this fluid into the intestine is really causing the trouble, that is small stones made up of waste matter, any pressure from constipation, any misplacement of the intestine and so forth.

New neither the air or this fluid is as yet recognized by the profession as the cause of appendicitis, but two suggestions to avoid appendicitis are admitted, that is "avoiding over-eating and over-eating, and securing regular intestinal movements."

Remember that if appendicitis is recognized and appendix removed within the first 48 hours, there is not likely to be much danger due to pus formation.

The Poets' Corner

BRABHMA

If the red slayer think he slays, Or if the slain think he is slain, They know not well the subtle ways I keep, and pass, and turn again.

Far or forgot to me is near; Shadow and sunlight are the same; The vanished gods to me appear; And one to me are shame and fame.

They reckon ill who leave me out; When me they fly, I am the wings; I am the doubter and the doubt, And I the hymn the Brahmin sings.

The strong gods pine for my abode, And pine in vain the sacred Seven; But thou, meek lover of the good! Find me, and turn thy back on heaven.

From time immemorial wars have been, especially for non-combatants, the supremely thrilling excitement. —William James.

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The St. Lawrence Deep Water-Way Problem

By George J. Armstrong

VIII.

Another feature is the international competitive position and one of the most interesting features of this is the tremendous distance separating Canadian wheat fields from seaboard, as a broad generalization, wheats are on an approximate even footing in the international market when they are on an open and navigable ocean. Therefore the cost of getting wheat to the sea has an important relation to the stability and permanence of Canada's future as exporter to the competitive world wheat markets. Any saving effected in internal transportation is of great importance. It is stated that the St. Lawrence Waterway, if successful in this, would merit sympathetic consideration. The salient feature is that the centre of gravity of the Canadian wheat fields lies about 2,100 miles and 1,100 miles respectively from Montreal and Vancouver, Canada's two principal grain ports. The 2,100 mile route is made up of rail and lake while the 1,100 miles to Vancouver is all rail. The rate on export wheat per ton-mile on the Canadian railways is probably the lowest wheat rate in the world and no substantial reduction is likely to be effected. It can readily be seen that only from 200 to 500 miles of rail separates the world's competitive wheat fields from the navigable sea.

The correspondence distance in Canada is 900 miles of rail plus 1,200 miles of lake. If, however, the deep water-way were constructed, how close would Fort William be to the sea? It now lies away by about 31-2 to 9 cents. It is to be noted also that the rail rates on wheat in these other countries are far higher than in Canada. The logical deduction is that under the stress of competition the foreign rail rates could be reduced while Canada's could not.

The question arises, would the construction of the deep waterway make competitive conditions easier? It has been asserted very frequently of late that the St. Lawrence canals are only being used to a very small percentage of their total capacity, and that in any event canals are an obsolete means of transport. This question is very important because the present canal situation ought to have a substantial bearing on the answer to the question of the need or otherwise of an early decision on the necessity or desirability of the St. Lawrence Deep Waterway.

There are three ways in which the capacity of a canal system may be measured: (1) Registered tonnage of ships using canal in relation to total theoretical tonnage possible to move; (2) Freight tonnage actually carried in relation to total freight tonnage possible to pass through a canal; (3) The actual number of lockages taking place in relation to the total number of lockages physically possible. Looking at the canal system as a whole the Sault can be ruled out because there are four operating locks in parallel. Similarly, the Welland can be omitted because it is being replaced by the Welland Ship Canal. The St. Lawrence and the Lachine canals are very efficient and at some of the principal points of congestion the Lachine canal has two locks in parallel. The Cornwall and the Morrisburg present the most difficulties of these two, the weakest link is at lock 15 of the Cornwall, therefore the capacity of this lock may be taken as the present governing capacity of the St. Lawrence river canal system. The actual capacity of lock 15 is from forty to forty-two lockages per day of twenty-four hours.

The average operation season is 226 days, therefore the extreme capacity of this lock is 9,500 lockages in a year. The peak of its capacity may be reached about 1938 or 1940. But no canal can operate evenly twenty-four hours a day.

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The Public Forum

This column is open for the discussion by correspondents of questions of interest. This Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

FOX ARTICLE COMMENDED

Sir,—Will you allow me the use of your columns to thank Dr. G. Ennis Smith, Superintendent of the Experimental Fox Station at Summerside, for the very informative article on the care of foxes, which appeared in yesterday's issue of The Guardian. It should be read carefully by every one in the industry, as the advice given by Dr. Smith is of great value, indeed. I am, Sir, etc., FOX RANCHER.

four hours per day throughout the season. Long before this theoretical capacity is reached there will be acute congestion and long delays at certain hours of the day and at certain peak times of the season. These "peaks" cause immediate congestion and delays to the steamer. As soon as delays take place water rates advance and freight is sooner or later diverted to freer and probably competitive routes.

The larger lake freighter is probably the most efficient water carrier yet evolved. Its hatch accommodation is designed for maximum speed of loading and unloading. Its capital cost per ton of cargo capacity is less than that of deep sea freighters.

This means lower fixed charges to meet, its operating expenses are lower due to smaller crews, generally lower power, etc. Its proportion of productive carrying space to total displacement is usually larger than in ocean freighters. Therefore the increase of draught from the present 20 feet and say 24 feet would probably bring about a small further increase in its economy. It is a generally conceded opinion among those best qualified that, in the event of the construction of the St. Lawrence Deep Waterway, neither passenger liners, nor cargo liners will go West of Montreal. The question of whether tramps will or will not ascend the canal and enter the lakes is a matter of controversy. The following factors will be given some consideration in a decision. (1) Physical conditions and limitations of route and terminals. (2) Danger of navigation. (3) Prospect of full cargoes. (4) Load factor of coming and going cargoes. (5) Extra time taken to reach the port and incidental delays. (6) Rate levels and degree of competition. (7) Quality of loading and unloading services, terminal facilities. (8) Labour condition of stevedoring. (9) Reasonableness of harbour charges. (10) And finally and above all—"Will it pay?" After the proposed St. Lawrence deep water-way were in operation for a reasonable time the rates charged under competition would reflect the integration of the effects of all those factors.

In preparing their recommended plan for the development of the river for both power and navigation the Joint Board adopted the following fundamental principles: (a) That the interests of navigation are paramount. (b) That there should be obtained the maximum amount of river navigation with a minimum of locks and canal navigation. (c) That the power development be planned so that the whole capacity of the river may be developed, but on a progressive basis, and the official plan in conformity with these principles amounted to.

"Thousand Islands Section"—encompassing a two-stage development, by means of two dams, the whole turbulent section was to be converted into two deep pools at different elevations. This scheme would require three locks. In either scheme power would be developed, and the approximate amount available is 2,200,000 installed horse power.

"Lake St. Francis Section"—This section involves dredging and straightening of channels only to power available. "Soulanges Section"—The official plan recommends a dam at the head of the Cedar rapids with subsequently a dam at Cascades point. Navigation would entail three locks and a canal 5 miles long. An alternative which was recommended for consideration would make the canal unnecessary but would still entail three locks. Power would be developed in three successive groups approximate total amount, ultimately available 1,980,000 installed horse power.

"Lachine Section"—The plan recommends a side canal of about 10 miles in length as the most suitable route for navigation between the head of Lake St. Louis and Montreal harbour. To reduce the amount of excavation necessary in shallow portions at the foot of Lake St. Louis the board recommends the construction of a control dam at the head of Lachine rapids. This in turn would necessitate control works at the two

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larging, straightening and deepening channels with possibly a crib work lining on one or two portions, no power available.

"International Rapids Section"—The United States section recommended a single stage development with one big dam near Cornwall converting the whole section into a deep quiet reach, a short canal with two locks would give access to the river at Lake St. Francis.

The Canadian section recommended a two-stage development, by means of two dams, the whole turbulent section was to be converted into two deep pools at different elevations. This scheme would require three locks. In either scheme power would be developed, and the approximate amount available is 2,200,000 installed horse power.

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