THE CHARLOTTETOWN GUARDIAN

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President—W. Chester S. McLure. Vice-President—J. R. Burnett.
Secretary—Lieut. Col. D. A. MacKinnon, D. S. O.
Editor and Manager—J. R. Burnett. Associate Editor—D. K. Currie

MONDAY, OCTOBER 1, 1928

PARLIAMENTARIANS' VISIT.

NOTWITHSTANDING its briefness, the members of the Empire Parliamentary Association seemed thoroughly to enjoy their visit and to appreciate all that was done for their reception. The unfortunate mismanagement by which only a Sunday was allotted for the visit was offset to some extent by the enterprise and enthusiasm of individuals and organizations, chief of which were His Honor the Lieutenant Governor, the Publicity Association and the Board of Trade. In the time at their disposal the visitors saw a good deal and learned more of the Province, its resources, and possibilities, and it is to be hoped that as a result we shall benefit materially later on. One of the handicaps we are under at present is that our Government is largely in the hands of officials who have no right of initiative and have no power to act except under instruction—which they do not always receive. Our Premier resides in Summerside, attending his office in the Capital only for official business, and so he does not come much in contact with the business and other public men of the Capital. The loss is mutual, but the Province suffers worst of all. Our Minister of Public Works is away in the West, and our Minister of Agriculture is too busy a man to spend much time in his office or in the city. The consequence is the Government is out of touch with the community and the community, however anxious to uphold and support the Government on special occasions, is unable to do so to its own satisfaction, because of lack of information regarding coming events. We feel sure that had the proposed itinerary of the members of the Empire Parliamentary Association been known here in time successful efforts would have been made to have secured a longer stay, or at least to have had the visit on a day other than Sunday.

THE POTOTO SURPLUS.

AN estimated surplus in the United States of 100 million bushels of potatoes in excess of the annual requirements is causing the Western American growers serious concern at the present time. Pursuant to a call of the Agricultural Council of the Central Western Shippers Advisory Board, a conference was held on September 17th and 18th at Pocatello, Idaho, in the interest of the potato industry, delegates being present from Montana, Utah, Idaho, Nebraska, Wyoming, California, Washington, Colorado and Oregon. At this conference it was strongly recommended that only U. S. No. 1 grade, as determined by federal and state inspectors, be shipped in inter-state trade and that the excess portion of the crop be fed to livestock. Regional committees, to be appointed by each of the Agricultural Councils or Advisory Boards representing the potato industry in the several states, are to be formed to encourage the adoption of these recommendations and it was decided to issue a call for a meeting of representatives of all commercial producing districts of the United States to be held at Chicago early in December in the interest of the potato industry.

It is well for our Island growers to keep informed of what the American producers are doing at the present time. The price for seed potatoes is governed largely by conditions in the United States market. The quality of our seed is a distinct advantage to our producers, but it may be advisable to take other action to ensure adequate prices, and the prompt methods adopted by the American growers is an interesting example of what can be done in this respect. The careful selection of the best quality stock and the feeding of the excess crop to the farm animals may be the solution of our problem as well as theirs.

PROHIBTION FRUITAGE.

"PROHIBITION Fruitage" is the title of an editorial, reprinted recently in the local Liberal press from the Christian Science Monitor. The article describes the beneficient effect of prohibition in Kalamazoo, Michigan. Kalamazoo is a long hop from Charlottetown, Prince Edward Island, where, under the Saunders Government system of prohibition, from September 1st to September 22nd of the present year, there were fifty-four arrests made by the city police, forty-seven being for drunkenness on the streets. This is the worst record of any month in the annals of the city police court, so far as is known—and the record for the month is not yet complete.

In the circumstances, it seems rather superfluous to talk about conditions in Kalamazoo. What the people of this Provnice would like to know is how long the present disgraceful state of affairs is going to last, and whether there is to be any sincere attempt at enforcing the amendments to the Prohibition Act which were passed at the last session of the Legislature. So far there has been none, and the results speak for themselves.

It is poor consolation to be told that prohibition is working fine in Kalamazoo, when an open season for rum running has prevailed in this Province practically ever since the ice left the Straits. If the Saunders Government is afraid to enforce the amendments to the Prohibition Act which they put through at the last session of the Legislature, let them admit the fact and get down to a strict enforcement of the law as we had it before their windy platitudes cozened the people into placing them where they are.

What happens in Kalamazoo, or Borriboo, or Timbucto, is of little concern to us. These are far ports from whence to fetch a red herring. Few of us are so happily constituted as to be able to ignore the damning facts under our eyes. And the facts about prohibition as we have it in Charlottetown today are gratifying to nobody but the bootleggers who have reaped a golden harvest during the past few months.

THE CEMENT DUTY.

WESTERN farmers through their organization the Canadian Council of Agriculture, are again moving for a reduction of customs duties, this time on Portland cement. In presenting their case before the Advisory Board on Tariff and Taxation, the claim is made that the cement industry in this country has acquired a position of virtual immunity from the operation of the economic influences which ordinarily regulate industry and protect the public from exploitation, and that the record of the largest concern, which controls 90 per cent. of the industry, has been one of financial juggling of an almost unprecedented character. It is claimed also that the cost of transportation affords the manufacturers of cement ample protection in the Canadian markets and that there is no justification of a duty from which little revenue can be derived.

The cement producers, on the other hand, contend that the application is against the public interest considering the trifling gain to be secured by the removal of the duties, the low rate of profit earned on capital invested in cement production, the grave danger to certain companies which removal of the duty would involve, and the fact that the cost of producing cement in Canada would thereby be raised. They point out that it is the smaller mills in eastern Canada and on the Pacific Coast which would be chiefly threatened by removal of the duties; that these mills represent an investment of capital in good faith, and that, directly and indirectly, they represent the livelihood of a large number of workers.

Commenting upon the subject in dispute, the Ottawa Journal says: "If it can be shown that the cement producers are using a tariff that is more than adequate for a fair return on invested capital, to make a commodity like cement dearer than it ought to be for the Canadian consumer then that tariff, or part of it, should come off. But we want to be sure about it. The cement industry, like most other Canadian industries, provides employment, wages, a livelihood, for thousands of Canadians. On those grounds, and upon others, it is entitled to fair treatment. It is to be hoped, therefore, that whatever action is taken will be based upon sound economic principles, and not in response to sectional clamor resting upon a study of but one side of the story, or, what would be worse, upon pure political expediency."

Notes by the Way

GERMANY is crying out for a larger army than that to which she has been limited by the powers opposed to her in the late war. At the close of the army manoeuvres a few days ago General Groener, the German Minister of Defence, stated that "it is our duty to insist that our Fatherland shall be placed in a position equal to that of other nations. He added that the lack of modern arms was partly compensated by the high standard of intelligence, ability, self-control and sense of responsibility of the troops. His task would be to make the army popular. And he charged the former foes of Germany with overrating the army strength in order to escape disarming themselves. President Hindenberg expressed his appreciation of the performances of the troops under review. We are led to wonder just how far Germany has disarmed in accordance with the treaty requirements.

The Assembly of the League of Nations recently passed two important resolutions, one condemning the opium traffic and the other in like manner disapproving of rum smuggling across international boundaries. The Toronto Globe points out that Premier King was not present at the meeting of the Assembly in Geneva, but had he been there when the liquor smuggling resolution was discussed and adopted he might have found his position "embarrassing." And well he might. There is a consensus of opinion throughout the Dominion, expressed in leading newspapers of both political parties, condemning the King Government for having aided and abetted the rum smuggling from Canada into the States.

General good health seems to prevail in our city and the surrounding country, but exception must be made of cases of chronic illness and others that call for surgical treatment. Both our excellent hospitals have a good many inmates as it is. Accidental injuries are apparently increasing in number, including those caused by automobiles. We live in an age which sees Mother Shipton's famous prediction seems being fulfilled, and accidents "filling the world with woe."

The news collecting facilities are now so extended that all the disasters and tragedies occurring about the entire world are promptly reported to the newspaper press. Even the most judicious selection from the mass of these happenings gives the delusive impression that this world is hardly safe to live in. But tragedies by shipwreck, fire, flood and earthquake, on railways, in factories and elsewhere have been always happening, although the then smaller reading world did not hear of the half of them, and that so long after the occurrence that the lapse of time had decreased the interest and importance of the event.

Tobacco growing has become quite a flourishing industry in the big central provinces of Canada and the product is both manufactured and exported. The extent of its cultivation must be quite large, as we read in a Toronto paper that a million dollar loss is feared from a frost that nipped the tobacco plants in Essex County, Ontario.

The province of Alberta owned and operated a railway system of about 800 miles, which it has now sold to the Canadian Pacific Railway Company for $26,000,000. This is about $8,000,000 more than a previous offer made jointly by the C. P. R. and C. N. R. and it will relieve the Province of Alberta of $1,100,000 in yearly interest charges.

There were bootleggers in Canada operating in and around Quebec, long ago, although not known by that name. Fred Williams, after dipping into history has brought the fact to light. In 1661 Bishop Laval, then Vicar Apostolic, procured the passage of a law against supplying liquor to Indians, the penalty of which was death. Within a short time two men were shot and one flogged for breaking this law. Bishop Laval crossed the ocean to France four times to place his views before the king, but in the end the illegal traffic came to be tolerated. It was so much easier to make profitable treaties with the Redman by the use of "firewater."

The Good Roads Association now in session at Regina has been informed officially that measures have been taken to secure the gradual elimination of level crossings on railways, both the federal and provincial Governments sharing in the cost, as in many cases the diversion of a highway is the easiest and most economical remedy. This had been pointed out in The Guardian some time ago.

That Body of Yours

By James W. Barton, M.D

WHAT INFECTED TONSILS CAN DO

When a specialist watches certain types of cases in private and hospital practice, for a period of twenty-five years, he should know something about them.

He found that a certain condition in the body brought about diseases in practically every part of the body.

In the nervous system, meningitis, St. Vitus Dance or Chorea, Neurasthenia and so forth.

In bones, joints and muscles—rheumatism or rheumatic pains.

In stomach and intestine—gastric and duodenal ulcer, gall stones, inflammation of liver, appendicitis.

In heart and lungs—inflammation of the lining of the heart, anaemia, and pernicious anaemia.

In kidneys—inflammation of kidneys, kidney stones.

In lungs—bronchitis, pneumonia and asthma.

In skin—pimples or acne, boils, hives, and so forth.

Eye, ear, nose and throat—all types of diseases.

What was the condition that caused all this?

Infected tonsils.

Now the tonsils are put there for a purpose and physicians are agreed that they should not be removed unless they are really infecting or likely to infect the body. If they are causing any of the above ailments they should be removed.

Now as mentioned before, the large round smooth tonsils are usually harmless unless they are obstructing the breathing.

Even the large tonsils, with holes in them containing white cheesy matter, are not considered dangerous.

It is the tonsils with the very small yellowish spots on them, no larger than a pin head, that give the most trouble.

Further, where there are glands in the neck lying downward and forward from the angle of the lower jaw, then tonsils should be removed. The angle of the lower jaw is about an inch and a half below the ear.

Where there are repeated attacks of tonsillitis there is always the danger of any of ailments mentioned above, and hence it would be good sense to have tonsils removed. In fact it would seem only like good sense for everybody to have the throat examined as to the condition of tonsils

There is no question but that infected tonsils can cause all above ailments and it is like sitting on a volcano to have infected tonsils.

You don't know just how or when you will suffer an attack of rheumatism, organic heart trouble, or other equally dangerous conditions if your tonsils are infected.

Perhaps you will just feel "lazy" all the time.

So get them examined anyway, and find out just what condition your tonsils are in. A little treatment often makes an operation unnecessary.

Modern Etiquette

By Roberta Lee

Q. Where is the proper place for a bachelor to entertain?

A. At a hotel, club or at home.

Q. Are heavy or light materials preferable for business dress for women?

A. Heavy materials.

Q. Is a large or a small company usually included at a dinner dance?

A. It should include a small, select company.

Efforts are being made to have the Channel Islands and the Isle of Man connected with Europe by telephone.

HIGHWAY EXPERIMENTS

SASKATCHEWWAN LEADS IN EXPERIMENTING

Historicus

It can be safely stated that Saskatchewan is in the lead in making Highway Experiments this year. The first step was taken last Spring. It furnished information for the whole Dominion, therefore we give full publicity to the official report we have in hand:—

Arrangements for the demonstration were made by Hon. Mr. Spence, in an interview with Hon. Charles Stewart, Minister of the Interior, at Ottawa, this spring. The experiment was to prove whether or not the McMurray tar sands are of value in road construction under the soil types and conditions in Saskatchewan. The Federal authorities will supply the product for the test, the Saskatchewan Government meeting the cost of laying the tar sand.

The second experiment, first of its kind to be conducted in Canada, is designed to solve the problem of providing an all-weather surface for the "gumbo" highways of Saskatchewan. The experiment, which will be conducted on the highway running from Pilot Butte through Regina to Pense, will consist of coating the sub-grade of this 27-mile stretch of "gumbo" highway with an "umbrella" of specially prepared road oil and gravel that will shed any amount of rain and prevent the gravel from sinking out of sight in the gumbo.

Preliminary work in connection with this experiment is already under way, according to Mr. Spence, and arrangements are being made by the department to perform the "waterproofing," provided weather conditions permit, sometime this fall.

"The problem of economically converting an earth road through gumbo soil into all weather highways and at the same time reducing the cost of maintenance has occupied the minds of the leading highway engineers in Canada and the United States for many years past without a satisfactory solution of the difficulties involved on the sticky, gumbo type of road being approached until recently," said Mr. Spence. "Engineers are now of the opinion, however, that a solution is in sight, although it has yet to be tested and under Saskatchewan soil and climatic conditions.

Gravel Disappeared.

"The experiment which is planned to be conducted in Saskatchewan this year was decided upon as a result of information secured by representatives of the Highways Department at a conference of highway officials from the prairie provinces and states.

"An inspection of roads constructed by this new method in Minnesota was made by H. R. MacKenzie, chief field engineer, and C. F. McLellan, superintendent of the Highways Department, in May. After making a careful examination of the roads they were convinced that the conditions in Saskatchewan were sufficiently similar to warrant the experiment being conducted in this Province.

"If the experiment proves successful the resultant stretch of highway will be the first of its kind in Canada. A solution of the problem of gravelling gumbo grades in Saskatchewan will remove one of the outstanding difficulties in the way of economically providing all-weather highways on heavy soils. It is an inherant characteristic of such subsoils to eat up gravel. On some Canadian and United States highways as much as 2,500 cubic yards of gravel has been laid—or five times as much gravel as will be used in our experiment—and it was still found impossible to maintain the surface as a satisfactory gravelled highway because the gravel simply disappeared into the gumbo sub-grade and the money invested in gravelling was largely lost. It is easy to lose millions of dollars in this way and that is just what we aim to avoid.

"Should our experiment prove successful it will provide us with a method of construction and maintenance that will be substantially cheaper than the ordinary method of constructing gravel roads. Experience has demonstrated this method to be ineffective on a gumbo sub-grade."

To Make Oil in Regina.

Arrangements have been made with the Imperial Oil Company to have the special road oil prepared at the Regina plant, according to the detailed specifications of the engineers and an expert from Toronto is coming to the city to supervise the preparation of the oil.

"Experienced experts in the construction of this kind of road possessing special equipment will be engaged for the experiment. The first requirement of the new process, which has been tried out in northern Minnesota, is that the roadway to be treated with oil is allowed to take traffic for some time to bring out the weak spots in the road. These pockets are filled with earth and the roadway is then subjected to intensive blading or planing to develop a very smooth surface. The tendency to gumbo soil to pack and harden soon results in a uniform, smooth and fast surface. In the meantime gravel is windrowed along one shoulder at the rate of about 500 yards to the mile ready to be bladed over when the oiling process has been completed.

"When the road has been shaped and is absolutely dry, it is treated with a prime coat of as much oil as the sub-grade will absorb. This usually is approximately one-third of a gallon to the square yard. It has to be applied at a temperate of approximately 175 degrees Fahrenheit during hot weather, so that the oil will penetrate the subgrade and not congeal on the surface.

A Dustless Road.

"After the roadway has received its prime coat of oil and this has dried, a "seal" coat of approximately one-third of a gallon to the square yard is applied. This application can be made at a slightly lower temperature. Then a coating of "pea" gravel—500 cubic yards to the mile—is spread over the oiled surface. The road is then ready for traffic, which benefits the road without inconveniencing anyone. Some of the gravel is driven into the sub-grade and also mixed with the oil, but a thin layer of gravel is retained on the surface, and except for a slight discoloration the road exhibits all the characteristics of a good gravel road, with the difference that there is no dust. Incidentally the presence of dust indicates wastage of road material.

"This type of road can be maintained by means of the ordinary equipment used for the maintenance of earth roads—planers and blade graders. The use of a finer aggregate than is used for an ordinary gravel road makes it easier to maintain a smooth surface.

"If the experiment works out as successfully in Saskatchewan as it has in northern Minnesota the result should be an all weather road equally as good as that in which a much larger quantity of gravel is laid on an untreated sub-grade.

About $1,800 a Mile.

"In the second year the treated mile requires another application of oil, one-third of a gallon to the square yard, and an addition of approximately 200 cubic yards of 'pea' gravel per mile. It is estimated the oil treatment will cost about $1,800 a mile the first year and half the amount in the second year. This estimate does not include the cost of gravel."

Building Construction.

Building construction started in Saskatchewan during June, aggregated $3,817,587 as against $1,274,764 in June, 1927. The total for the half-year period is $8,718 834, as compared with $4,224,134 for the corresponding period of 1927.

The outcome of this experiment will be watched with close attention. There are points in it, of course, which do not apply all over but enough will be brought to light to assess their value, such as cost of surface cover, cost per mile. It is worth careful perusal in Prince Edward Island.

Haiti's hurricane is believed to have damaged less than one-twelfth of the coffee crop, so important to that island.

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