

THE CHARLOTTETOWN GUARDIAN

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TUESDAY, DECEMBER 11, 1928

THE WEST INDIES MISSION

THE Canadian Government has inaugurated a new service of the Canadian National Steamships between Canada, Bermuda, and the British West Indies. This is a move in the right direction and cannot fail to have important consequences for the Maritime Provinces and for Canada generally.

It is to be regretted that the Canadian National Railways, in selecting its representatives, did not see fit to include Prince Edward Island. This Province is represented on the Railway Board by a shrewd and experienced business man in the person of Mr. Nelson Rattenbury.

Prince Edward Island, unfortunately, has of late been overlooked in many ways. It should be pointed out to the Federal authorities that this Province is still on the map and is a part of the Maritimes, and although smallest in extent is still a considerable factor in the Railway trade.

When The Guardian pointed out our own Government's neglect in this respect, its official organ trumped up some childish excuses and later flatly denied that the New Brunswick Government had any potato exhibit at the Royal Winter Fair.

It has been observed that the stop signs at the intersections of Euston and Pownall Streets were generally regarded when the signs were new, they are being just as generally neglected now.

viously are of small interest to the people would suggest itself as the proper course for our Government to pursue if this Province is to keep up with the parade.

TARIFF RETALIATION

SOME meek and timid Liberals, particularly Liberal newspapers, have put forward the argument that if Canada raises a tariff against the United States the latter will retaliate. On this subject La Patrie, the Montreal newspaper, established by the Tarte family as a Liberal organ during the time of Sir Wilfrid Laurier, says: No country is better placed than we are to receive this threat with complete equanimity.

THE TORONTO WINTER FAIR

THE Toronto Winter Fair has developed into a national institution, open to every Province in Canada, and it is encouraging to note that every part of the Dominion is taking advantage of it. Our own Province made an excellent showing in foxes and cattle especially through the enterprise of our most successful breeders.

In addition to the special display of potatoes at the New Brunswick booth, there was also a large entry of New Brunswick potatoes in the open competition classes, the Provincial Department of Agriculture having assembled these potatoes at Fredericton and forwarded them to Toronto under direction of the department with all transportation and other expenses paid by the department for the growers making the entries.

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Notes by the Way

ANYONE who reads the New York American habitually knows how Anti British it is in its every-day attitude and policy. The New York American is a link in a long chain of newspapers which stretches across the continent and is owned and directed by William Randolph Hearst of New York.

Here are some extracts from a recent editorial in the New York American:

Great Britain owns Canada in a sort of way, but the United States gets much more profit of Canada than England does.

From 1925 to 1927 our trade with Canada was increased from \$1,103,000,000 to \$1,310,000,000. During the same period Great Britain's trade with Canada dropped from \$474,000,000 to \$420,000,000.

It is quite clear from the above extract why Mr. Hearst is just now pleased with Canada, but the facts above stated and other facts of which he is cognisant and finds pleasing, can hardly be a source of pleasure to patriotic Canadians.

THE purpose of JEHOVAH—Yet is pleased the Lord to bruise him; he hath put him to grief: when thou shalt make his soul an offering for sin, he shall see his seed, he shall prolong his days, and the pleasure of the Lord shall prosper in his hand.

Mr. Hearst exults in his belief that the United States has already "annexed Canada economically." Can it be possible that the King Cabinet shares in his exultation? It is apparent that it is playing the tariff and trade game quite to the satisfaction of Hearst and of Washington, Republicans, Democrats and all on the other side of the border.

The Liquor Control Act came into effect in Ontario June 1, 1927. It had been in operation for five months when the fiscal year closed on 31st October, 1927, and its first full year closed with October last.

A movement to abolish the death penalty has gained strength from the case of Oscar Slater who had been found guilty of murder and was under sentence of death. His sentence had been afterward commuted, and later he was released, as the authorities became convinced that he was innocent.

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By James W. Barton, M.D.

That Body of Ours

CURING SICK MINDS

You will remember how distressing it was just a few years ago if some member or relative of the family was committed to the hospital for the insane, the asylum as it is called.

Now although the number of mentally unbalanced individuals is increasing, it is gratifying to know that many thousands throughout the United States and Canada are at their daily work, and living a normal life at home, who just a few years ago would have been condemned to a life in a hospital for the insane.

An observant hospital superintendent noticed that a girl who had been a patient in the mental hospital for two years, became normal mentally within two months after some decayed teeth were removed. Following this idea further he was able to get rid of nearly half the patients admitted to the hospital by the simple method of removing infected teeth and tonsils, and draining sinuses, gall bladder, and correcting constipation.

And now Dr. J. L. DeCourcy reports that he operated on fourteen mentally unbalanced patients who had the severe type of goitre, the poisonous type.

The mental symptoms were extremely pronounced in the majority of cases and yet all but two patients were able to resume their former occupations.

The period during which recovery took place was from several months to a year.

So once more we must thank our observant physicians who have the care of these mentally unbalanced folks.

We think of mental cases now as simply sick minds, many of which can be cured by the same methods that are used to cure sick bodies.

Daily Selections for Guardian Readers

December 11, 1928 THE PURPOSE OF JEHOVAH—Yet is pleased the Lord to bruise him; he hath put him to grief: when thou shalt make his soul an offering for sin, he shall see his seed, he shall prolong his days, and the pleasure of the Lord shall prosper in his hand.

PROOF-READERS, PLEASE NOTE

"We'll begin with box; the plural is boxes. But the plural of ox should be oxen not oxes. One fowl is a goose, but two are called geese. Yet the plural of mouse should never be mouses. You may find a lone mouse, or a whole nest of mice, yet the plural of house is houses, not hices. If the plural of man is always called men, why shouldn't the plural of pan be called pen? The cow in the plural may be called cows or kine; but a bow, if repeated, is never called bine; and the plural of vow is vows, never vine. If I speak of a foot and you show me two feet. And I gave you a boot, would a pair be called beeft? If one is a tooth and the whole set are teeth. Why shouldn't the plural of both be beeth? If the singular's this, and the plural is these. Should the plural of kiss ever be written keesse? Then one may that, and the two would be those. Yet, hat in the plural would never be hose. And the plural of cat is cats, and not cose. We speak of a brother, and also of brethren. But though we say mother, we never say methern. Then the masculine pronouns are he, his and him. But imagine the feminine she, shis and shim! So the English, I think you all will agree, is the funniest language you ever did see." "Typosium," from the Inland Printer.

An extra handle has been invented that enables hand baggage to be carried from a persons arm, leaving both hands free.

A fireproof paper for documents and books and from which clothing can be made has been invented by a Berlin scientist.

Electric launching apparatus has been invented that is claimed to lower a lifeboat from a ship to the water in three minutes.

An Immortal Voyage

The memory of Captain James Cook, deservedly called the greatest of ocean explorers, has been honored this autumn in connection with the two hundredth anniversary of his birth. Canada and other British Dominions owe much to his indefatigable zeal in discovery. Yet, remarkable as were his voyages round the world in the eighteenth century when such journeys were vastly more difficult and perilous than they are today, there is another voyage recorded in authentic history that has even greater significance, not only to the British Empire, but to all the world west of Asia. It was the voyage, some nineteen centuries ago, by a Hebrew Christian carrying the Gospel to Western civilization by bringing it to the capital of the Roman Empire. This Jewish voyager was underdressed in body, probably, but he was of gigantic spiritual stature, the like of which has not been seen in the world since his valdictory. "I have fought a good fight, I have finished my course, I have kept the faith."

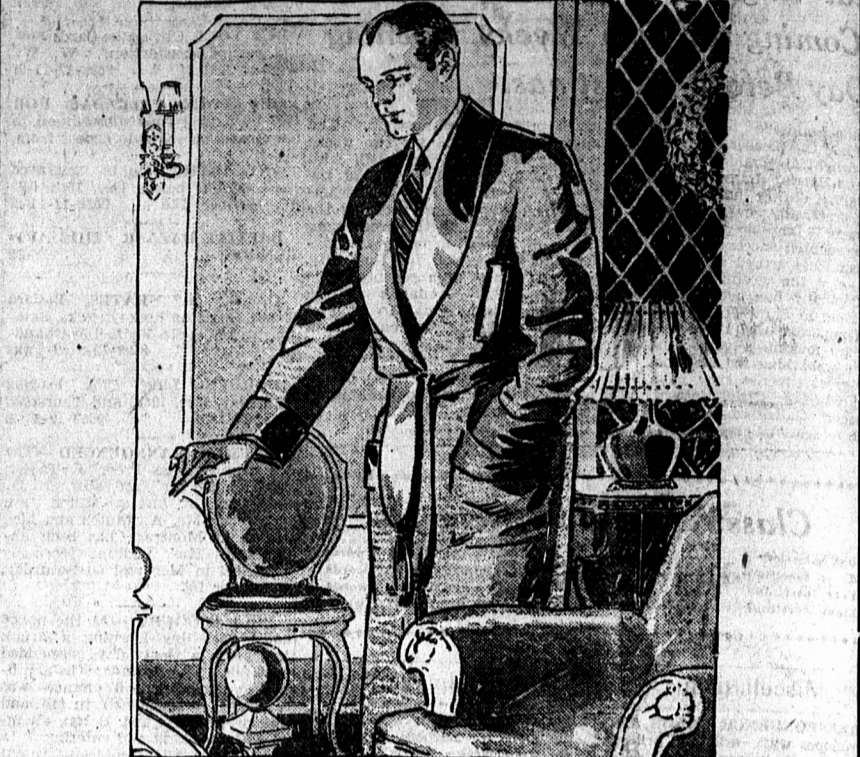
There is a famous book, written by a Scotsman almost a hundred years ago, "The Voyage and Shipwreck of St. Paul," James Smith, born in Glasgow in 1782, was the author. His father was a West India merchant, and the son became a partner in the house, but he never shared actively in the business, for he was a born seafarer. During the winter of 1844-45 he lived on the Island of Malta, where Paul's vessel was finally wrecked and every one on board escaped to the island.

A bit of Mr. Howard's article is worth quoting here: "Luke's narrative gives the details of what they did to weather the days of blow and strain that followed. They 'trapped' the ship with cables, drawn under and around her straining sides. In such a gale the one heavy mast might almost tear the heart out of such a vessel. No doubt they took in the big square sail and rigged a storm sail, for they must try to keep some steersway on the ship to overcome the drift toward the dreaded quicksands of the African coast, the Syrta Major and the Syrta Minor. They 'would' therefore head the ship in a northerly direction, so that the wind would blow over the starboard, or right, side, and so avoid an unbroken southerly drift toward the sands."

"I think if I had been on board that driven and pitiful craft I should have hung about very close to the little evangelist during the next fortnight. I should like to have seen his face as he gazed out over that wild waste of waters. I should like to have seen him as he braced himself sturdily against the roll of the sea-swept decks, and bright-eyed, alert and smiling, contentedly staring during the days when the galleys couldn't be used and everything was water-soaked. And when the seams of the ship were opening, and the almost three hundred people on board were sick and miserable and lying around half-starved and more than half-dead with fright, I don't know what I wouldn't give to have been near when he simply took charge by sheer God-given authority, brushing aside Rome itself with his commanding assurance of ultimate safety, if everybody would just stick by the ship—that broken, beaten and water-logged memory of a seaworthy craft. I forget good old James Smith, and my friend Sir William, and I want to grip what I can lay hold of on that reeling ship, and on this fourteenth night stand right by Paul and see the quiet smile on his face as the sailors curve their hands back of their ears and mutter that they hear breakers ahead. "Then when the stern anchors are really biting into the sea bottom, and the sneaks among the crew try to get away in the one boat, I want to see the flame of the great Apostle's anger blaze like a torch against the black night, and then I want to see him in tender competitive adaptiveness turning to minister to the starving crowd. "If you and I had been with Paul we should have gone ashore that morning on perhaps a bit of wreckage, or swimming with clean strokes. However that might be, I had rather try for it on a plank with Paul, through the breakers than in a motor lifeboat without him—if Paul tells me that we shall get there. "I lay aside James Smith's rare book, from which my mind has gone far away down the ancient ways of the wind. O blessed gales that drove the Apostle westward to my heathen forebears, through buffetings of man and weather, to the breaking of their bondage and mine by the Christ who was his abundant life! May we of these later days be caught by the tides and the winds of a passion for the saving of the others beyond us who do not yet know Him!"

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