

THE CHARLOTTETOWN GUARDIAN

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THURSDAY, JUNE 13, 1929

SASKATCHEWAN'S LINE-UP

As forecast in The Guardian a few days ago, the Conservatives, Progressives and Independents in Saskatchewan have united their forces under the leadership of Dr. J. T. M. Anderson, Conservative leader, and the resignation of Premier Gardiner is expected to be announced following a conference of Liberal members to be held on Monday next.

It is no secret that the election has been as disappointing to the King Government as to the Liberals in Saskatchewan, but it was hoped at Ottawa that Premier Gardiner would be able to carry on until the next meeting of the Legislature. In the meantime, a truce might be patched up by which he could secure Progressive and Independent support.

A TIMELY PROTEST

The spirited protest of the Hon. J. A. Macdonald against the abolition of a large number of customs and preventive offices in King's County and especially at Georgetown and Cardigan, has at least put the matter fairly up to the Federal Government.

The importance of Georgetown as a busy winter port and as the capital of Kings County surely entitles it to special consideration, and it may still be hoped that the Government will reconsider its attitude in the case of the customs office there, which has functioned for the convenience of the public since pre-Confederation days.

An alarming aspect of the case to which Mr. Macdonald referred—namely, the danger of increased opportunities for smuggling if vessels are permitted to ply from port to port and from ship to port without the necessity of either entering or clearing—was not touched upon by the Customs Minister in his reply. Yet the matter is surely an important one to the people of this Province.

HONORED BY THE KING

Of the honors conferred in connection with the King's birthday, none are likely to provoke more favorable comment than those which have come the way of Dr. Robert Bridges

and Mr. John Galsworthy. Both are made members of the Order of Merit. The order, which was founded by King Edward, was designed as a special distinction for eminent men and women without conferring a title upon them. The membership is limited to twenty-four but is rarely up to the limit.

Mr. Galsworthy is a novelist and a playwright, and has won distinction in both fields. His Forsyte Saga and the three books which have followed it, The White Monkey, the Silver Spoon and the Swan Song, amount to a social history of Great Britain during three full generations. So firm a place has Soames Forsyte, the principal character in the stories, made for himself among the reading public that when his death was announced in the fire which destroyed his picture gallery, in the Swan Song, several newspapers recorded the event as a piece of news and added an obituary as they would have done had he been a real person and not a character in fiction.

Dr. Robert Bridges is the poet laureate. He is 85 years old, and has been laureate since 1913. He is not a prolific writer, his work being for the discriminating few who prefer quality to quantity. His sensitive ear and fastidious taste have probably tended to reduce his literary output, but they serve to give that output a high excellence. The American sneer about Dr. Bridges' silence as a laureate—"King George's canary refuses to sing"—was keenly resented in England, and champions were not wanting to prove that the criticism was unfair as well as vulgar. Fortunately his laureateship does not extend to the United States and he is under no obligation to "sing" for the gratification of a national taste which is indifferent to its own greatest singers and prefers, to any poetry, the rhymed platitudes of Edgar Guest.

In the Order of Merit, Mr. Galsworthy and Dr. Bridges will be associated with two other literary men of distinction, Sir James Barrie and Sir James Fraser, the latter being an eminent authority on folk lore and author of The Golden Bough.

MARITIME AIR PAGEANT

The Maritime Air Pageant, which is to be held at the new airport at Moncton, N. B., on July 1st, and 2nd, next, is expected to attract from 20,000 to 30,000 visitors to that city, and is the first event of its kind to be held in the Maritime Provinces. It is expected that about twenty aeroplanes representing various concerns and flying clubs in Eastern Canada will participate and it is also likely that there will be several visiting planes present for the occasion. Invitations have been extended to His Excellency the Governor General, Premier King, Hon. Mr. Bennett, the Lieutenant Governors and Premiers of the three Maritime Provinces as well as the Minister of National Defense and the Postmaster General, and there is no doubt that if the weather is at all favorable the event will be a huge success.

Moncton is forging ahead as an air port, and the initiative of its citizens, in this regard is to be highly commended. At Charlottetown there is also considerable enthusiasm for aviation, though unfortunately no grounds have yet been secured for a proper landing place. Until this has been secured the newly organized flying club will necessarily be handicapped in its activities. In the meantime, we can join with our sister Provinces in wishing Moncton every success in the progress it is making, and the air pageant that is now being arranged will, it is hoped, give an added impetus to the movement in this section of Canada.

EDITORIAL NOTES

In the heat of the election campaign a Saskatchewan district was visited by a heavy snowstorm. Premier Gardiner had reason to regard the event as a bad omen.

Notes By The Way

Saskatchewan, now considerably in the limelight as a news centre is Canada's greatest wheat province, also stands third among the provinces in population and in railway mileage. The Public Service monthly, an official publication gives very full information throughout the year in regard to its new laws, its crops and crop prospects, its stock raising, grain-growing, dairying, manufacturing and other industrial activities, vital and financial statistics and so on. The Monthly is a valuable advertisement for the Province, and is sent free to all who apply for it by mail or otherwise from the office of publication in Regina.

Intending visitors to the United States will meet with new and strict regulations on crossing the border in July next. Of main interest is the new immigration document known as Form 521. It is for use of U. S. citizens returning to the States, by Canadians and all aliens. Everybody in these categories must sign this form. With this form filled in and signed by the applicant, counter signed by a U. S. immigration official. The form will be valid to cover a visit of tour of 30 days.

Charlottetown and the Province have had just now a frightful lesson in the deadly risks of the level railway crossing. There is a great number of these deathtraps within the small area of Prince Edward Island, many of them situated on the highways near our towns and villages where motor traffic is most thronged and at a time when cars on the highways are rapidly increasing in number.

Many millions of dollars have been expended in building and improving the highways of Canada, and it is a pitiable fact that never before were life and limb so unsafe on the highways as they are now.

More than a thousand prizes are being offered in a western province ranging down from \$100 for the legs of crows and magpies. Last year a similar competition resulted in the destruction of nearly a million of these birds and this year the nests and eggs are included in the warfare.

By his own request, the body of Bliss Carman will be cremated at New Canaan, Connecticut, which had been his home for many years. His ashes will be interred in Lakewood cemetery at that place. The city of Fredericton had desired to bring his body home, and if this had been permitted the Government would have given the deceased poet a state funeral.

Indemnity to members of Parliament will not be increased during the lifetime of the present House. It is stated that the Government was opposed to granting the money this year, and a caucus of the expectants decided that it would be safer to wait until the next Parliament is elected.

Today is the anniversary of the Great Charter which the Barons compelled King John to sign at Runnymede 714 years ago. That June day in the year 1215 was a memorable one in British history. In a broad sense of the word it may be said that British liberty was born with Magna Charter. The date might well have been made a public holiday long ago, as some newspapers predict it yet will be.

Miss Margaret Bondfield who has been selected as Minister of Labor in the Ramsay Macdonald Government, is the first woman to hold a Cabinet portfolio in England. She is undoubtedly one of the ablest of the feminine advocates of her political faith. Lady Astor, M. P., who is a staunch Conservative, said of her, "Maggie Bondfield is worth twice some men in the Cabinet." The new Minister of Labor is 56 years old and was a school teacher in her more youthful days.

It is announced that Rt. Hon. Ramsay Macdonald, Prime Minister, will visit President Hoover at an early day, and also the League of Nations. Further intimation is given that Premier King may be invited to join them at Washington. Before the election Premier Baldwin had planned a visit to the President in order to obtain personal contact and more intimate friendly relations.

THE LAND WE LOVE BY FRANK YEIGER

CANADA'S TRADE WITH THE UNITED KINGDOM Q. What is Canada's Trade with the United Kingdom? A. Canada's trade with the United Kingdom for the fiscal year of 1928-29 showed a total increase of \$27,030,376 over the previous twelve months period, or \$625,689,530 as against \$598,659,210. Both imports and exports reported increases, imports being \$194,020,573 and exports \$431,668,957.

Up and Going

Condensed from Colliers the National Weekly—W. B. Courtney.

One day last summer a lard salesman in Albany, N. Y. was notified that the market price had just slumped. The salesman for a competing firm, unaware of this sudden price decline, had started for Boston on an express train half an hour before, to see the territory's most important customer.

The first salesman hired a plane flew to Boston, and sold seven carloads of lard to two wholesalers there stopped at Springfield, Mass., on the homeward trip and sold three more carloads—and was back in Albany before his rival on the train had reached Boston.

Next summer it won't be necessary for a man in a hurry to charter a special plane. He will be able to travel by regular air service to all principal cities, or be set down within easy reach of smaller communities not on the schedules. The astonishing truth is that the United States is blazing into the skies with established and projected passenger services that in a single uprush will give it world supremacy. While our heads have been tilted to record flights by glamorous Americans, other and quieter men have been engraving a new map at lesser altitudes. This new map will fetch San Francisco closer to New York than Hartford was to Boston in the Thirteen Colonies; Montreal as close to Times Square as Harlem was to Stuyvesant's Bowery.

Three transcontinental lines will form the backbone of the nationwide passenger service:

1. National Air Transport—Boeing

The Poet's Corner

THE WORLD OF BEAUTY IS IN DEEP DISTRESS

(On the Death of Bliss Carman.) The world of beauty is in deep distress, And sorrow, like a frost, is everywhere; For one sweet singer has laid down his lyre; And now a great calm falls across the world— A peace like that deep silence when the birds Are gathered up from song at eventide.

Kind was that Fate that did not let him go Before his priestess, April, passed his way. And did she for this once forget to make His spirit over! Did her singing rain Neglect her old renewal of his song? Or did the make him over now so well That he was tuned to sing in a nobler choir In this new land where all his days shall be As lovely as late April at the dawn.

He left us at the noonday, ere one shadow Had fallen on the ardor of his soul; Nor strange was it the Caravan of Noon Should call him, who had noonday in his heart. Now Vagabondia's eyes are wet with tears And all the gypsy spirit of the world Is weakened by his going. Soon shall come Those dusty roadside flowers of his song; And they shall wait in vain for him who came And in a word redeemed their vagrancy.

He did not stand aloof as some have done; And who in all our country shall forget His great, gaunt figure, crowned with tameless hair, His fine, unhampered throat and ageless eyes. From Halifax to shining English Bay The echoes of his passing to and fro Are still like music in our northern air.

Tonight the tides of Grand Pre shall come in As slowly as a group of praying nuns, And Blomidon will lean against a cloud; And the high elms of Fredericton will move With a strange, lonely gesture in their arms; And one new grief will wait amid the reeds On Minas Basin's poet-loving shores. —Wilson Macdonald in the Toronto Globe.

Air Transport: An all-air route following the present air railway, and approximating its time of 30 hours, the NAT will shuttle between New York and Chicago, using 12-passenger 1275-horsepower tri-motored Ford planes. BAT will fly the Western division, using its own 12 passenger ships.

2. Western Air Express—Robertson Universal Air Lines System: an air route, offering however, opportunities for train connections. WAE, using 12-passenger Fokker tri-motors will have its eastern terminal at Kansas City; Robertson-Universal will use 32-passenger quadrumotored Fokkers, with sleeping accommodations for 16, on the New York Line.

3. Transcontinental Air Transport: an air route using Pennsylvania railroad between New York, Philadelphia, Washington, and Columbus where transfer is elected to or from 12-passenger Ford tri-motors. Spun from the core routes to the four corners of the country will be a web of lines operated by 25 companies, providing scheduled stops in more than 110 cities, flying a total daily mileage of nearly 40,000. These are the official figures of the American Air Transport Association. A nation-wide chain of air taxis is also to be flown by Curtiss.

But is the American public air-minded enough at present to support this elaborate service, and to justify the millions of dollars being laid out in equipment? "I believe it is," said William P. MacCracken, the brilliant young assistant Secretary of Commerce for aeronautics, to me recently. "The growth of passenger traffic will be limited only by two things: first, the safety of the services; second, the speed with which fares are reduced." I asked the Operations Chief of a company about the fare situation he said:

"Tri-motored ships cost up to \$85,000. Our new tri-motors will cost about \$125 an hour to run—that includes all overhead. With any kind of engine, you make a nice profit at ten cents a mile. And when some of the big boys get into competition—mark my words, fares will fall fast." "The speed of the plane from coast to coast, flying north and extra fare and the like, comes close to \$200. The all-air fare will be around \$300 with free meals aboard ship.

However, there's something more important than cost—safety. On this single factor, more than on all others combined, rests the decision whether air-travel will soon become a national habit. I mentioned this to my chief. "If we can have six months free from bad crashes, I believe we'll have people on the way to being plane-minded as they are now train-minded and ship-minded. When the Vestris survivors got back to port, most of them shipped at once on other boats. Yet these people shudder at the thought of an air accident.

"All flying men are bitter about the inclination of newspapers to sensationalize aviation accidents. If a mail pilot, caught in a blizzard, cracks up in Walla Walla it is front page stuff in New York. If a motorist gets himself and his wife and seven children scrambled under a train in Walla Walla, the news never crosses the Mississippi. Automobiles kill more than 30,000 a year in this country; but the best that licensed pilots and planes could do in the first six months of last year, was six.

"Lufthansa's records show that an air traveller's chance of reaching his destination safely are 99.997 percent. The Imperial Airways haven't killed a passenger since 1924—or in close to 20,000,000 miles of flying. In this country Western Air Express has flown 2,000,000 miles without a serious accident. In fact we could overwhelm the public with statistics, but what's the use? People want some tangible representation of safety. And I think they've got it—in the radio. "Radio is going to have three mighty important functions. First as a reliable automatic guide—radio directional beacon you know. Second, for the dissemination of weather bulletins and other safety information. Third, allowing passengers to talk to their offices and homes.

The Department of Commerce in conjunction with special committees, is engaged in drawing up a standard system of nation-wide radio stations to be used by all air lines. Meanwhile, the big passenger operators are organizing their own systems, pending a federal standard. TAT, through its affiliations with railroads, is planning to have regular railroad station agents trained and supplied with meteorological equipment (\$1000 worth for each agent) sending in regular observations to expert meteorologists in various key towns. This information will supplement that received from the regular and Federal and state weather reports. This system will make the meteorologists, who will be in constant radio communication



By James W. Burke

THE IDEAL VACATION

If some one should tell you that you had to do without your food or your sleep for a period of three days you'd think that he was a "mental" case, and yet if you try to do without a vacation once or twice a year—you are doing the same to that body of yours as if you did without food or sleep. Why?

Because everybody needs a change of routine at times. And every member of the household needs this change.

The youngsters get away from the routine of school and homework, and parents need this same change if they are to keep themselves young and interested in life.

You will remember the quotation of last year. "Recreation is intended for the

Continued on page 5—

with every ship aloft, responsible for decisions that formerly were left to the pilot's judgment.

A pilot might say in his transmitter: "Fog ahead; what shall I do?" The reply comes "Go through. It extends only three miles."

Or a pilot might say "Weather looks sweet, not a cloud"—and be old perempiorly: "Turn back and land. There's a twister coming up from Oklahoma and headed right for your path.

Some of the airplane's greatest enemies. The government, and many private companies, are conducting all kinds of fog experiments. Many flights hurried under iron ceilings in landing fields will be visible. Fog comes through for Radio broadcast. "I'd, while a new kind of altimeter tells him exactly how high he is above the ground, not above sea level, every instant. Before long, it is promised we'll be flying and landing with perfect safety, fog or no fog.

HOW TO KEEP WELL

If you want a machine to work smoothly, if you want it to work efficiently, the sensible thing to do is to keep it well oiled—well lubricated.

A European physician applied this principle of lubrication to one section of the human machinery—the bowels. He applied it in the treatment of constipation—and it worked!

A heavy, bland, colorless, tasteless, neutral, natural oil was used.

NATOL (P. D. & Co.'s Liquid Petroleum is such an oil.)

Unlike castor oil and other cathartics it acts mechanically, penetrating and softening the intestinal contents—relieving constipation by lubrication. Full pint bottle \$1.00.

E. A. Foster CENTRAL DRUGSTORE

Keeps You Internally Fit WAMPOLES GRAPE SALTS

Just stir a teaspoonful of GRAPE SALTS in a glass of water every morning before meals—in fact any time you feel bilious. You will find it PLEASANT, HEALTHFUL and INVIGORATING. Motorists should always carry a bottle of GRAPE SALTS in their car and any one of sedentary habits should keep one on hand as it is a wonderful aid in cases of INDIGESTION and HEADACHE and invaluable for those troubled with faulty ELIMINATION, LIVER COMPLAINT, ETC.

As a BEVERAGE it is EFFERVESCING and REFRESHING. PRICE 50c PER BOTTLE.

The 2 Macs DRUGSTORE 149 Great George Street MAIL ORDERS RETURNED SAME DAY.



Clearance Sale OF Young Men's Suits \$17.50

95 Young Men's high grade fancy tweed suits go on sale Thursday morning at \$17.50.

Those Suits are made by Fashion-Craft and other good makers, not a poorly made suit in the lot and priced regularly at \$25, \$27.50, \$29.50. Sizes 36, 37, 38, 39, 40.

Our reason for such a very low price is that after a busy season's selling we have only one or two suits of any one pattern left and all odd sizes must go.

This is the greatest suit bargain we have ever offered and comes at a time when many young men would like an extra suit.

Come for first choice Thursday morning June 13.

Henderson & Cudmore MEN'S WEAR

NOW is the Time To INSURE Your Car

If a car driver is sued for damages for which he may, or may not, be responsible it is important that he should have the best legal advice obtainable. This is provided by a liability insurance policy—which will also pay the amount of the judgment, if any, up to the limit of the policy. Full information concerning automobile insurance furnished without obligation. Come in and talk it over with

Hyndman & Co., Ltd The Oldest Insurance Agency in P. E. I. CHARLOTTETOWN