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FALCONWOOD OPENING

Differences has already been made in these columns to the completion, this spring, of the reconstruction of the Falconwood Hospital, and a detailed description has been given of the splendid equipment and accommodation now available. The building will house between 80 and 100 patients, and all have been inspected it are agreed that it is now one of the finest institutions of its kind in Canada. On Tuesday night of this week, at 8 o'clock, the building will be formally opened by Chief Justice Macdonnell, Administrator of the Province. Premier MacMillan will preside, and a programme of exceptional interest is being arranged in connection with the event.

SCATHING REBUKE

Under the heading "Negative Opposition," the Ottawa Citizen, one of the leading Liberal newspapers of Canada, devotes a leading editorial to a criticism of the poor showing made by the Liberal party has made Mr. Mackenzie King's leadership, especially during the present session. The party, it complains, is simply a negative factor in Parliament, offering neither light nor leadership in Canada's most critical period of economic readjustment. "Colonel J. L. Ralston's speech on the budget last Monday," says the Citizen, "made it clear that the Opposition sterility is due to something more than tactics; it is a state of political barrenness. The light of Liberalism is flickering feebly on the Opposition side, it is quite liable to go out altogether when the Liberals come back into power."

"The Liberals," says the Citizen, "seem to be unaware of it, but there are signs everywhere that the structure of international finance has been broken down. It cannot be reconstructed along old lines. The breakdown has been going on for about fourteen years. The Government, it contends, has done 'little or nothing' to repair the damage in Canada due to the breakdown, 'but the Opposition has given no sign of being aware of the necessity of doing anything more effective.'"

Somewhat illogically, the Citizen goes on to believe that the Liberals will be returned to power. We say so, because it sees no hope for Canada in such an eventuality. The electors are unlikely to put their faith in a party which has lost the confidence of its own leadership. It was bad enough to see the admission of Mr. King as the party was in "the valley of humiliation," but what possible support for support from intelligent men can an Opposition make, according to its own press, in such a moribund condition as the "light is quite liable to go out altogether?"

Surely the moral of the Citizen's editorial is that it is poor policy to hang on in mid-stride—especially when the alternative is so evidently on its last legs as it would collapse altogether under the weight of the burdens of debt.

THEY CODDLED HIM

Those people who awhile ago waxed sentimental about the poor condition under the rigid disciplinary system in Canadian penitentiaries, should take a lesson from the Dillinger case in the neighbouring republic. As a Montreal exchange tells us, at every turn Dillinger has been helped by coddling or leniency. Imprisoned for slugging and being an aged merchant nine years before, Dillinger was paroled in May. He promptly went to robbing. Discipline was so lax in Michigan City prison that Dillinger was able to smuggle in an enabling ten convicts to break in and join his murderous gang. On September 15, on the same day, a gang leader was himself incarcerated. On October 12th, the very convicts whom he had helped to escape delivered him from jail at Toledo, Ohio, killing the sheriff in the process. Having meanwhile seduced a policeman, Dillinger was put in jail at Crown Point, Indiana, on January 23.

Photographs have been published showing Dillinger arm-in-arm with his prosecutor, with the lady sitting standing by, smiling. Dillinger apparently had the run of a place and was not rigidly confined to his cell. He borrowed a life of all things to lend a kill from an obliging guard, whittled a pocket-knife and made a revolver with the aid of a tin, and walked out of Crown

Notes By The Way

Mr. Elliot uttered a profound truth which applies to Canada as much as it does to Great Britain, when he observed: "Scientists every day make national units more self-contained, and make it not only less advisable but less possible for this country—or for any country—to obtain prosperity by putting all that it makes on wheels and running it off to the ends of the earth." It is surely obvious that the present movement towards what is called economic nationalism can hardly be arrested, and it must become increasingly difficult for Western countries to preserve their present standard of living. But the nations of the British Empire, if they cooperate fully and wisely, have the soundest prospects of individual prosperity. As Mr. Elliot observed: "It is not so much a matter of government as of leadership."

MARITIME GAINS

The Bureau of Statistics reports that in common with the rest of Eastern Canada, the Maritime Provinces show continued improvement in employment. The index showed an important gain in the three Provinces of almost 17 points, the figure at April 1, 1933, on the base 1926 equals 100, stands at 95.1 compared with 78.3 on the same date last year.

An increase of 150,000 persons employed was shown for the whole of Canada, when 8,447 employers reported 847,993 persons employed on April 1, as compared with 7,975 firms having 698,544 workers on the same date last year.

Increases were shown in manufacturing, especially of leather, lumber, textile and iron and steel products. Metallic ore mining, building construction, services and trade also showed improvement; the gains in trade being unusually large, having only once been exceeded in the years since 1920.

TRADE WITH U. S.

Canada's steadily improving trade figures speak more convincingly than the Opposition speechmakers in Parliament. In addition to increases under the Empire trade agreements, the Bureau of Statistics reports that exports to the United States of principal farm products during March, 1934, amounted to \$940,965 compared with \$416,780 in March last year, an increase of \$524,185 or 125.7 per cent. The chief items showing increase are potatoes, turnips, horses, wheat, cheese and milk powder.

The exports for the nine months ended March 1934, amounted to \$7,611,835 compared with \$2,564,142 in the same period last year, an increase of \$5,047,693 or 196.8 per cent. The following items figure very largely in the increase, with figures for last year in brackets: raw wool \$1,295,192 (\$42,100); potatoes \$1,301,911 (\$108,740); turnips \$602,835 (\$306,535); rye \$1,405,538 (nil); bran, shorts and middlings \$1,138,665 (\$185,753); and wheat \$145,644 (\$15,008). Other large items showing increases are horses, fresh berries, flaxseed, sugar beets, and maple sugar.

EDITORIAL NOTES

Idle for three months, the blast furnace department of the Dominion Steel and Coal Corporation will resume operation May 8, it was announced recently. Workers are now getting the furnace in readiness and manufacture of steel will likely get under way May 10.

One of the points alleged to have been made by Mr. Ralston, Liberal financial writer, against the Rhodes budget, is somewhat amusing when analyzed. He contrasted Britain's surplus with Canada's deficit; but he neglected to say that the income tax in Britain is four or five times as high as that of Canada and that Britain's surplus was brought about by departure from free trade and the imposition of high tariffs on goods imported from foreign countries!

The London Times states that the High Commissioner for Australia is studying the Canadian Marketing Bill with a view to recommending some of its features to his own Government. Respecting the Canadian measure, The Times says it is fashioned on the British marketing legislation, and it would expect that the Canadian farmers would favor such an experiment. The Times refers to the fact that most of the provincial governments are ready to cooperate with supplementary legislation.

A London letter says: Clifford's Inn is doomed at last. Oldest of the Inns of Court, and dating back 700 years, it escaped the Great Fire, but has to surrender to post-war reconstruction. With it will vanish one of the most picturesque and historic relics of Old London. It was ancient long before Dr. Samuel Johnson was a young man among Fleet Street. Charles Dickens wrote one of his best books there. Any number of notable people have dwelt within its cloistered walls. I have sat in one of its seven-century-old attics, by a 16th century antique stove, listening to the midnight reminiscences of a journalist who was once a Foreign Legionary, and now lies in one of our Army cemeteries in France.

That Body of Ours

By James W. Barber, M.D.
SYMPTOMS OF SLIGHT POISONING BY THYROID GLAND

You or one of your family may have a heart that is always a little more rapid than normal, a rate of 72 to 76 beats per minute. There is a tendency to "nervousness" and digestive disturbance at times and also attacks of sleeplessness.

While a family tendency to nervousness may increase the heart rate to 84 or more, the other symptoms—digestive disturbance and sleeplessness—should not be overlooked. The thyroid gland in the neck may be causing these symptoms although it may not appear to be enlarged to any extent, if at all. It is likely if the doctor early insists that your doctor will recommend the basal metabolism test to find out if your thyroid gland is to blame.

The test is simple. You report to the doctor or, as often the case now, to the doctor's nurse in the morning without having had any breakfast. By lying down quietly with nothing on your mind or stomach, the rate at which your body processes are working is measured. This is done two or three times if the rate is above or below what is considered the normal rate.

With the normal rate at 100, an allowance of 15 either way (above or below) is permitted, and only in cases above 115, or below 85 is treatment thought necessary. With the symptoms mentioned above—rapid heart, trembling or nervousness, attacks of indigestion and sleeplessness—the use of iodine is considered good treatment together with as much rest as possible. Dr. J. H. Means, Boston, suggests that iodine is a helpful agent in the diagnosis—finding out the condition as well as in the treatment.

Whenever there is any doubt or question as to a disturbance of the thyroid gland causing above symptoms, the effect of iodine should be observed. If after a number of metabolism tests, the rate is found to be at a certain level, or thereabout say at 100, and after the use of iodine it drops to 91—a plus rate to minus rate—and then returns to 100, the doctor who has not used it, is a definite sign that the thyroid gland is at fault.

"When the thyroid is causing the symptoms even in a slight degree, the response to the effects of iodine is definite, delicate, and exact."

Munitions and Wars

(Vancouver Province)
 General A. D. McRae of Vancouver, who is one of the few Canadian patriots who have a broad interest in international affairs, has been urging in the Senate that the nations unite to stop the manufacture of war materials. The discontinuance of the manufacture and sale of armaments and munitions, he insists, would be a more effective way of preventing war than the League of Nations.

If the manufacture and sale of war materials could be stopped, and stopped effectively, there is every reason to believe the result would be beneficial. But the same old questions necessarily arise here as have confronted the Disarmament Conference since its beginning and the various preparatory circles before that. There is a circle which it seems impossible to penetrate. The nations are afraid of one another. They do not trust one another. Because they are afraid and because they do not trust, they pile up armaments, and the more one piles up, the more the others pile up in opposition and the greater becomes the fear and the smaller the security which armament brings. So we have armament races. If the vicious circle could only be broken; if fear could be banished; if security could be guaranteed, there would be no need for huge armaments. They could be pulled down and their manufacture could be prohibited. But we have not yet reached the happy stage where this is possible.

Halifax Press On Car Ferry Question

(The Halifax Chronicle)
 Prince Edward Island is experiencing some difficulty regarding the charge for motor cars on the ferry running between Tormentine and Borden. The original rate was \$4 for one way and \$7 return. Last year as a means of encouraging tourists the Island was successful in having the fare reduced to \$3 one way and \$5 return. Seeking this year to have the rate further reduced to \$2 and \$3, the railway refused to consider the proposal, nor would it return to the old rate before the reduction was made.

There is much in the Island's contention for a cheaper fare during the tourist season of June, July, August and September. While the railway found that last year the results were "satisfying but satisfactory," it is quite rightly pointed out that last year was an off year. It was last year that the banks closed in the United States, that the trough of the depression was reached, and tourist traffic dried up, so that last year's record is hardly a fair one to judge by. A lower fare on the ferry would induce many a visitor to make the round trip, crossing by the ferry and returning via New Glasgow, and one satisfied tourist brings another.

The car ferry, it is pointed out, was one of the conditions under which the Island entered the confederation. While motor cars were not even dreamt of in those days, that provision should be interpreted in a liberal way and its aim was to give transportation across the state. Moreover the ferry while under the management of the railway, it was understood, was to be operated not at the charge of the railway, but as a charge on the consolidated revenue of the Dominion. The very fact that this was done, and the ferry out of the railway category and put in its proper place as a transportation link with the mainland according to the confederation terms. The ferry is built to accommodate forty or fifty cars and with a better tourist season, might well give a better showing than in any other year as it is to carry half the number. Prince Edward Island would seem to have a strong case in the premises for the reduced rate. It is clearly not primarily a railway question at all, but a vital link between the Island and the mainland in accordance with the confederation terms and the fare should be regarded from that point of view.

(Halifax Herald)
 Not unnaturally the question of satisfactory car ferry rates is one of the chief concerns of the people of Prince Edward Island.

What might be called the old rate, charged for automobiles on the car ferry, was \$4 one way and \$7 return. Last year, as a result of strong representations from The Island, these rates were reduced to \$3 one way and \$5 return during the tourist season.

This year, efforts have been made to have these rates still further reduced to \$2 one way and \$3 return; but the C.N.R. authorities proposed going back to the old rate of \$4 one way and \$7 return.

The question was raised in the House of Commons recently by J. H. Myers, one of the Prince Edward Island representatives; and Hon. R. J. Manion, Minister of Railways, said this in a statement he made to the House:

A departure from Prince Edward Island was made and I have had the matter up for some time with the railway management; but inasmuch as the car ferry is a separate operation, I have a strong opinion in regard to rates. My own opinion, passed on to the hon. member, was that the rates should be reduced to \$2 one way and \$3 return. It is a matter of fact that during the tourist season there will be charged the same rates as were in effect last year in connection with the car ferry. If they do, I fancy that will be a great relief to the people of the province who protest that last year should be even lower rates than last year. The best that can be hoped for, however, is that during the tourist season there will be charged the same rates as were in effect last year. With some knowledge of the circumstances and conditions, it is difficult for us to agree that a lower rate should not be urged. Mr. Justice Arsenault, President of the P.E. Island Tourist Association, puts the case clearly and effectively when he writes:

The Poet's Corner

THE EVENING CLOUD
 A cloud lay cradled near the setting sun,
 A gleam of crimson tinged its braided snow;
 Long I watched the glory moving on,
 O'er the still radiance of the lake below.
 Tranquil its spirit seemed, and floated slow!
 Even in its very motion there was rest;
 While every breath of eve that chanced to blow
 Wafted the traveler to the beautiful west,
 Emblem, methought, of the departed soul!
 To whose white robe the gleam of "bliss" gave
 "Anything but satisfactory,"
 And by the breath of mercy made to roll
 Right onwards to the golden gates of heaven,
 Where to the eye of faith it peacefully lies,
 And to—to man his glorious destiny.

—John Wilson.

Aiding The Farmers

(London Free Press)
 It is safe to say that Ottawa has never had a government which has made such serious efforts to solve the problems of agriculture as never had a minister, who has taken his task more seriously or more conscientiously than Hon. Robert Weir, minister of agriculture.

The problems of the Canadian farmers might be classified roughly as markets, low prices, better distribution and heavy debts, too often at high interest. When the Bennett government came into office it found Canadian agriculture barred by tariffs, which amounted to embargoes, from its natural market, the United States. Every country that sought the tariff, Mr. Bennett sought to remove in the British Empire. The result was the Imperial Trade agreements. The beneficial effects of these pacts are shown in the expansion of intra-Empire trade. Canadian farm products are crowding American agricultural products off the British market. The increased price for hogs and the better market for apples is entirely due to the British market. Today prices for most farm commodities are higher in Canada than in the United States. The government, working in co-operation with the Western provincial governments and the Western wheat pools, has made a serious effort by world co-operation to stabilize the wheat market.

A great step forward has been made in the legislation to establish a Dominion marketing board. This is admittedly the most progressive and most forward measure of its kind in the world. Under this act it is proposed to bring about orderliness in marketing Canada's agricultural products. It is an effort to improve distribution, which, in the past, has been chaotic.

In addition Hon. E. N. Rhodes announced in the course of the budget debate that the government will introduce legislation this session which is designed to lighten the debt and interest burden of the agricultural community. The character of the legislation was not explained other than as follows:

"The guiding principle of this legislation," the minister said, "will be to secure for the farmer a simplified debt structure reduced in size to a point where the carrying charges will be within the capacity of the farm enterprise to pay. This will involve some concessions on the part of creditors, but these will be more than outweighed by the advantages which will follow as a result of retaining the farmer on the land as a willing and effective producer."

New Brunswick, and from these two provinces to Prince Edward Island and especially on week-ends, and if we had reasonable rates I have no doubt that auto traffic would develop to a considerable extent.

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