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Protecting the Consumer

One phase of the discussion which took place between Premier Bennett and members of the Trades and Labor Congress, says the Ottawa Journal, is worthy of note. It is reported thus:

"Premier Bennett gave a prompt answer to a statement presented by Tom Moore, president of the Trades and Labor Congress, that Labor was pleased with the Government's action in preventing exploitation of the consumer, as promised at the emergency session of Parliament in September last. Labor, however, had been exploited. Mr. Moore said, and he mentioned the shoe industry. 'I was not aware of this,' the Prime Minister replied, 'I have just spoken to Senator Robertson, Minister of Labor, and he tells me enquiry is under way and this enquiry will be pursued.' 'This enquiry will be pursued.'"

Critics of Mr. Bennett may say many things of him, but they cannot say that he has not been actively vigilant in protecting the rights of the consumer. A heavy cry against protection is that it is a tax on the many for the benefit of the few. It has not been that, or anything like it, under the premiership of Mr. Bennett. More than that, it won't be. If there are manufacturers in Canada who think they are going to be permitted to sit behind a tariff wall and enjoy high prices at the expense of the consumer then they are living in a paradise of mist. That was never the Conservative Party's idea of protection; and it is least of all the Conservative Party's idea under the leadership of Mr. Bennett.

The Red Menace in India

India is faced with many dangers, political and economic, at the present time; but the greatest of these is Communism. The objects of the Indian branch of the Moscow International, as set forth in a despatch recently published in The Guardian, include armed insurrection, confiscation of the properties and businesses established by British and other interests in India, and repudiation of debts. The strength of the Communists in India is not definitely known. The nature of their propaganda, however, leaves no doubt as to their purpose. The first war of the "haves and have-nots" came in Russia; China followed; India as the third arena of this struggle would present a spectacle alarming not only to British prestige but to world peace and security.

It is widely believed that it would be impossible for Great Britain to "walk out" of India because of her naval commitments and her trade interests. This, according to an informed writer in Current History, is not the case. A glance at the map will show a rock-bound coast line of 6,000 miles, access to a naval power. All that Britain needs to safeguard her communications with Australia is to hold the one good harbor in the Indian region, that of Trincomalee in Ceylon. She could do this, or she could hold the Maldives and Laccadives and have all she required and never bother about India. As to British investments, these would be safe enough unless India relapsed into complete chaos. An India which repudiated her debt on her railways and canals and roads would be financially ruined. She would find no lenders when she asked for money, as she would be bound to ask before long. As for direct employment, there are at present about 3,500 British officials in all the higher services put together, another 3,500 British officers in the Indian Army of 154,000 men, and another 800 sergeants (ex-soldiers of the British Army) employed to drill and instruct the Indian police. The sudden withdrawal of these forces would in no way help India to rehabilitate herself as an independent country. It would simply mean bloodshed and misery inside India and the loss of British self-respect and reputation with the outside world.

The settlement of the political problem between India and Britain is thus seen as a trifle compared to the problems that are already looming out of the shadow of the future.

No settlement short of absolute surrender to Communism is likely to be accepted by the extremists. Confronted by them, India will have to choose between settling with them more drastically than the foreigner ever dared to do, or else letting a fifth of the human race disintegrate into a confusion of wretched and warring communities.

The Brightening Outlook

Those who permit gloomy thoughts and forebodings to grow out of the existing industrial and commercial depression have probably given no more than cursory consideration to economic history. It is also likely they have not gauged the outlook for adjustment in a country like Canada. Trade contractions have occurred in the past and have invariably yielded to expansion when the equilibrium between supply and demand had been restored. It is therefore a reasonable assumption that what has happened in that regard will happen again with some degree of inevitability. In looking frankly at the prospect, ample ground for optimism is found in two statements of fact made in the January bulletin of the Royal Bank of Canada. The first relates to the numerous developments of water power from coast to coast that were under way at the close of 1930, which will add 2,000,000 horsepower to the electrical energy now available and bring the total up to nearly 8,000,000. It would be sheer blindness to ignore the significance of such a basis for industrial widening.

The second fact is that "new industries are coming to Canada in large numbers, and the number of inquiries received as to the possibilities for new industries is unprecedented." Coming from such a well-informed source, a statement of that nature must be accepted at its face value. The character of these prospective industries is not disclosed, but it has been known for some time that the tariff changes of last September have stimulated interest abroad, especially in the United States. There are other bases for encouragement. The situation as to available capital, for example, is important. A steady growth in the economic structure has taken place because of the rising volume of money seeking investment; and a glance at the official bank statement for any of the recent months reveals the exceptional accumulation of notice deposits that has taken place. It has a direct bearing on the outlook for an early adjustment of the existing commercial situation, and in a larger sense on the probability of industrial operations on an unprecedented scale. The annual reports of leading financial institutions strongly support that view.

Slave Labour in Russia

Premier J. Ramsay MacDonald's refusal to stop the importation of Russian timber, the product of what is practically slave labor, into Great Britain, has a direct bearing upon the industry in Canada. As Sir Robert Donald, the well-known journalist, has pointed out, the British Labor Government had an opportunity to assert a principle of justice in industrial policy, and at the same time to rationalize the timber supply of the Empire.

The Premier's refusal on the ground that the charges of forced labor had not been substantiated is difficult to understand in the face of the evidence offered in support of an investigation which he also refused. On Dec. 11 Sir E. Hilton Young sent personally to Mr. MacDonald a long statement made by three Russians who had escaped from the convict labor camps near Archangel and who testified that the timber now being exported from Russia was produced under conditions indistinguishable from those attending the worst forms of slave labor. Later Commander Carylton Belairs, M.P., wrote that he could produce fifteen affidavits in support of the charge.

Notes by the Way

A Vancouver paper points out that library costs that city about forty-two cents for every inhabitant per annum. "Vancouver is getting its library service—not the best library service possible, but the best possible under the circumstances—for less than the cost of one movie ticket per person per year. If the people of Vancouver would only give another movie ticket, they would be surprised at the improvement the additional fund would make. Other cities might well think this over."

There is a touch of real comedy in a comment on the elections by Investia—a government mouthpiece—there are no other kind of mouthpieces in Russia—in which it invites "free criticism," so long as it does not emanate from outside of the communistic party, and is kept properly within the bounds of that party's policies. We can imagine the kind of "free criticism" that is being permitted. "You may shoot, of course, but be mighty careful you do not hit or hurt 'US' in authority" is what it means in effect. It is very much like the consent given by an indulgent parent to her daughter, who wanted to swim:

Oh, yes, my darling daughter, Hang your clothes on a hickory limb; But don't go near the water.

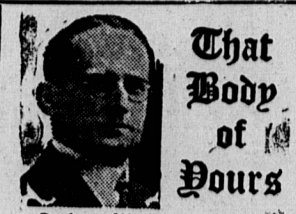
Following a move originated by Premier Bennett and Hon. H. H. Stevens, while they were in attendance at the Imperial Conference, announcement is now made that the Federation of British Industries is sending a deputation to Canada to discuss with industrialists here and the Government means of "rationalizing production between Canada and Britain." The proposal, which is a commendable one, is that British and Canadian manufacturers, instead of competing with each other, should seek rather to co-operate with each other in service to the British and Canadian markets.

It has become fashionable to decry Democracy. Democracy, working through a gradually extended suffrage by means of representative government, has been tried for only a century. It is an experiment, still in its infancy, bound to stumble and falter and blunder for many years to come. The one overwhelming argument in its favor is that in a hundred thousand years mankind has not found anything permanently better and certainly not in the arbitrary tyranny and despotism of Lenin and Mussolini.

To restore order in the vast Republic of China with its few roads and many mountainous areas, is doubtless a formidable task. There are however, reliable troops who can now be used for garrison duty in the bandit areas, and, if they cannot smoke out the brigand lairs they can prevent big scale raids on railways and important towns. Brigandage on the scale now practiced in China can only be worn down slowly, but returning prosperity will do more to break up the robber gangs even than military action. Horrible tragedies will be enacted, and it will be fortunate indeed if foreigners go unscathed. These things follow in the trail of war and it will take months for the great storm through which China has passed to subside.

There is no use in pretending that the Communist Party is a political organization attempting to bring about a change in the world legitimately. The literature and instructions sent out from Moscow and published in Communist organs, and the activities of the Reds themselves, justify the conclusion of the Committee that "all the Communists in the United States expect to do is to collect into their organization enough fanatical, desperate men and women to strike at strategic points—such points as they might in their pronouncements as key industries—and to inaugurate a reign of terrorism and bring about an armed uprising."

An announcement by a radio-engineer in New York is interesting. He says a new development in radio-television may before long enable us to photograph the images borne to us on beams of light, not only at the moment when they impinge upon the visual nerves, but at successive stages of their journey through space. He holds that, just as radio sound-waves are suspected of travelling to the moon and being reflected back to earth in some small fraction of a second, so radio lightwaves which, in the early days of human history, started on their pilgrimage to the ultimate boundary of the universe, have been here and there stopped in their course by celestial bodies and turned back, eventually to find their way to our planet again. These light-rays the experimenters in television hope to capture, so that the news-reels in the moving picture theatres may yet show, not only the great ones of our own day, but figures of ancient history and of mythology as well.



By James W. Barton, M.D.

PASTEURIZING MILK AT HOME

It seems but a few years ago that mothers of young babies or very small children dreaded the summer or hot weather, blaming the heat for the large number of deaths of young children which occurred during the summer.

As a matter of fact it was not the hot weather of itself, but the fact that milk was not as safe in the summer that was responsible for so much diarrhoea, colic, or summer complaint.

The safe pasteurized milk now sold in large cities is sometimes expensive and sometimes not even obtainable, and yet only clean milk is safe milk, milk that is free from the organisms that cause irritation of stomach and intestine.

Consequently to be able to get clean safe pasteurized milk in the home whenever it is needed is worth much to mothers.

Therefore the method of Dr. Lloyd Arnold, University of Illinois, whereby mothers can themselves pasteurize milk for the baby is worth knowing. He says "If it is desired to cool the milk, we have determined that one quart mason jar filled with milk at 145 degrees F., and placed in a large pan of water, can be cooled in thirty minutes."

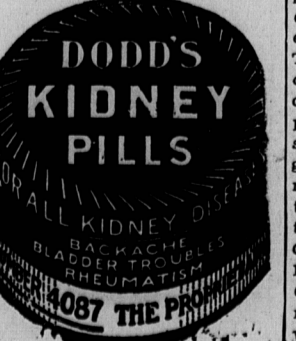
For the pasteurization of milk the following equipment is recommended.

- (1) Quart vacuum bottle, (2) Two quart enamel pan, (3) Thermometer with rubber protector over it and between 100-200 degrees F., (4) Rubber stopper. The method is as follows. (1) Scrub a pan of water. (2) Roll vacuum bottle, thermometer and rubber stopper with kitchen cleanser—scrub well. (3) Fill bottle with hot water. Fill it carefully so it will not break, and then put the rubber stopper in the neck. (4) Do not touch the end of rubber stopper that goes into the neck of the bottle, with your fingers. (5) Leave the hot water in the bottle for thirty minutes. (6) Now heat the milk to 145 degrees F., and use the clean thermometer for stirring. (7) When the milk is heated to 145 degrees F., pour out the water and fill the bottle with the hot milk. Do this quickly. (8) When the milk has been kept in the bottle for one hour it is safe for drinking. It can be kept in the bottle for eight hours and still be sweet.

Why do I quote this method so fully? Because like other physicians, I have seen the terrible effects of unpasteurized milk, the intense suffering of little children, and the loss of many young lives. An investment of Three Dollars for the equipment above mentioned may save the life of a loved one.



LOST LOVE His eyes are quickened so with grief, He can watch a grass or leaf Every instant grow; he can Clearly through a flint wall see, Or watch the startled spirit flee From the throat of a dead man. Across two counties he can hear, And catch your words before you speak. The woodhouse or the maggot's weak Ciamor rings in his sad ear; And noise so slight it would surpass Credence—drinking sound of grass, Worm talk, clashing jaws of moth Chumbling holes in cloth: The groan of ants who undertake Gigantic loads for honor's sake, Their sinews creak, their breath comes thin: Whirr of spiders when they spin, And minute whisprieng, numbling, sighs Of idle grubs and flies. This man is quickened so with grief, He wanders god-like or like thief Inside and out, below, above, Without relief seeking lost love. —Robert Graves.



The St. Lawrence Deep Water-Way Problem

By George J. Armstrong II.

As stated in the previous article the question would arise as to the possible effects upon the Railways. In studying the fixed charges on any national work of this character, it is a most natural feeling to seek out some method by which the direct beneficiary (traffic which moves) can be made to bear some or all of the cost. The reasoning justifying such a hope is direct, and has certain merits, but it need not be elaborated on account of its obvious nature. Tolls, of course, would be the inevitable and direct result of the application of such reasoning. It would therefore be pertinent to examine the tolls question on account of the somewhat widespread belief in the advisability of toll collection. For discussion the subject may be divided under several heads. The question is, has Canada the right by present treaties to collect tolls on Canadian canals of either an "equatorial" or a discriminatory nature as between United States and Canadian traffic. Assuming that Canada has such a right would it be to her interest to collect tolls? What would be the benefits and the probable disadvantages of such a course of action? Then again are "free" canals basically unjust to the railways which are competitors with ships in transportation?

By the 1909 treaty Canada must extend "equatorial" treatment in all canals connecting boundary waters. This treaty is revocable on twelve months notice. In the purely national canals it is probable that Canada has the right to apply discriminatory tolls if desired. The question is, would it be wise to collect such tolls? The principal point in favour of such a collection is the beneficial effect on the national budget. This would perhaps hasten the redemption of the waterway debt.

The probable opposition to this would be the uncertain effects that tolls have of bringing about possible traffic diversions to competitive routes, and the probability of unjust burdens placed upon the traffic itself. Then again the question would arise as to where to apply them in order to make the distribution of tolls equitable. The whole question of transportation is so vital to a modern state that the relations of government with transportation are becoming more and more intimate, and the question of justice or injustice towards railways in this case will be freely discussed.

In general the intimacy has been forced upon the government either by the breakdown of private initiative and enterprise, or by public opinion. This growing contact is reflected in state railways, in ministries of transport in ministries of highways and motor vehicles, in ministries of shipping and so on. If the truth of this increasing intimacy be conceded it would then be possible to point out so far as Canada is concerned how consistent Canadian policy in these matters has been since Confederation.

The first Railway in Canada connecting LaPrairie and St. John's, Que., was built about 1837. The Grand Trunk Railway came into being about twelve or thirteen years later. These and other railways of that first period in Canadian railway history were private ventures, though the importance of railways to the country was clearly recognized by public leaders. One of the outstanding facts in Canadian Railway history is the relatively small assistance the old Grand Trunk proper received from government sources.

The period up to 1867 was not a time of large governmental help to railways. The advent of Confederation ushered in a new period. The Fathers of Confederation saw and committed their descendants to a country built on the foundations of east and west transportation. It was not then, nor is it now, a conception consonant with the natural economic lines of communication on this continent, which are north and south. But this east and west transport is certainly the basis of Canada's national existence. Thus was the construction of the Canadian Pacific railway woven into the fabric of Confederation, and thus were certain federal obligations assumed towards the Maritime Provinces in connection with the Intercolonial. These arteries are state policies to a greater or less degree. Thirty years later similar action was taken with too other projected east and west transcontinental railways, the Canadian northern, and the Grand Trunk Pacific. The state, by bond guarantees, by direct subsidies and by actual railway construction, again made these lines part of Public policy. During these same years the Federal Government gave thought to the steady improvement of the east and west canal systems of Canada to such an extent that by the beginning of the century Canada had free 14 foot canals to Lake Erie and a 20 foot canal to the Canadian Sault. These canals were not designed to make money. They were created to make possible the

economic development of Canada as a united Dominion.

In keeping pace with these Federally aided routes other states agencies, provincial, county and municipal were abolishing road tolls and developing the free highway systems which are now so abundant and fruitful of benefit. While the motor-car gave wonderful encouragement to road development it was really but a keen stimulus to a movement already under way. Again, one sees public policy providing free highways for the comfort and convenience of the general citizen. In the cases of canals, and roads, public policy has probably crystallized to this point. Coming a step further it is frequently argued that when railways are made to purchase their rights-of-way, construct their lines, and thereafter provide maintenance, a free competing canal route may be unjust and discriminatory. Those who suggest this view state correctly that the finished canal and the completed right-of-way on a railway are analogous. Ship-owners have free access to a right-of-way, while the railways have to purchase their lines. Yet they are competing as common carriers. There have been suggestions from time to time that it would be an equitable thing if all railway rights-of-way were constructed by the state. At the inception of railways this motion was definitely put forward with the further point that the right-of-way should be available for the free use of any citizen who cared to provide the necessary equipment. This notion has disappeared and the doctrine of the complete ownership and operation of railways by one authority grew and became established. Apparently no judgment can be made on injustice on railways by Canals as far as the Canadian case is concerned until the effect of public policy has been assessed. (To be continued)

Robbing Posterity

(Sir Ernest Benn in the London Sunday Times)

Each generation lives on the savings of the past. Eight out of ten of us are living in houses built before we were born. Our food comes from land cleared and cultivated for us by generations that have passed away. Our clothes are made in factories and by machinery provided by our grandfathers. Our cities and most of our public amenities were made

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by people to whom economy was something in the nature of a religion. The obligation of each generation is to maintain and improve the heritage of the past, and so far as may be, add to it—Many of the things we are doing today will not stand examination from this point of view. We are all engaged in robbing the rest, and we do it in the name of public policy.

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