

PAGE FOUR THE CHARLOTTETOWN GUARDIAN

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THE TRAIN SERVICE

Yesterday The Guardian called attention to the considerable inconvenience which will result from the action of the Canadian National Railways in discontinuing the late train and car ferry service to and from the Province. We suggested that while rigid economy was desirable and even necessary, it was an unsound policy to disregard the rights of the Province to through communication with the mainland with both the Maritime Express and the Ocean Limited from Montreal to Halifax. The matter is one over which the railway management, and not the Federal Government, has control, and the attitude of the management was clearly expressed in the communication of Vice-President Hungerford to the federal Minister of Railways, published in Monday's Guardian. Mr. Hungerford states that there is no discrimination against this Province, as reductions are being made in other sections. We suggest, however, that his attitude does constitute discrimination and that it is inconsistent with the stated policy of the railway management as announced recently by Sir Henry Thornton. In an article prepared for the Financial Post and published in that journal on Sept. 19th, Sir Henry is quoted as saying:

"To offset the decrease in express revenues on account of truck competition we are trying out a new experiment. The situation is this. We run a certain number of passenger trains, and are obliged to do so today in order to preserve the continuity of service to the different communities. These passenger trains have got to be run, and today they are running light. Now, we have under consideration the filling of those trains with package freight at freight rates, L.C.L. rates. The trains have got to be run, the expense is there, let us fill the trains up and see if we cannot make some money."

If it is imperative that the trains should run in other Provinces, there seems no logical reason why they should not run to Prince Edward Island. We have as much right to expect "continuity of service" here as in other parts of Canada, even if it involves participation in the package freight service, suggested by the president and general manager of the Canadian National Railway.

OYSTER FISHERIES

The optimistic statement of Hon. E. N. Rhodes, Minister of Fisheries, with respect to the potentialities of oyster production in the waters of this Province, is very reassuring. In connection with the plans under way for the development of this industry, however, it is necessary to remember that oyster culture is a slow process, and cannot be speeded up without danger. Scientific investigation of the oysters in the Malpeque Bay area was commenced as early as 1903 when the movable laboratory then maintained by the Biological Board of Canada was stationed at Malpeque. When the necessity of cultivation became more obvious as the abundance of the oysters declined, further surveys of the conditions in the bay were made under the auspices of the Biological Board. In 1910 the Fisheries Act was amended to enable the leasing of oyster grounds, and working agreements were entered into by which the provinces had control of leasing. In 1913 the Matheson Government leased about 5,000 acres in Malpeque Bay to about a dozen companies. This was the beginning of a movement to encourage private culture, but unfortunately the activity was cut short in 1915 and 1916 by a disease which killed almost all the oysters of the area and for many years thereafter no oysters from the bay were marketed and the leases with one exception refused to carry out their contract. In 1928 an agreement was signed between the Federal Govern-

ment and the Saunders Government, handing back the oyster areas to the federal authorities on the understanding that the latter would continue development work by leasing and culture.

The disease of 1915-16 completed the work of intensive fishing without cultivation and reduced the stock to a level so low that for years the number of marketable oysters present was negligible from an economic point of view. Now oysters immune to the disease are increasing in numbers at the heads of the inlets and to a lesser extent everywhere along the shores. In other sections not affected by the disease there has also been a noticeable increase through methods of culture adopted under the supervision of the Biological Board. These increases, according to Mr. S. T. Gallant, Superintendent of Fisheries, are promising auguries for the future development of the industry on a scale undreamed of at the present day. Emphasis is still placed, however, on the continued necessity of careful cultivation, without which there would be rapid depletion instead of development. Recent investigations have had as their goal the accumulation of knowledge of the local conditions and of the life history of the oysters sufficient to adapt known methods of culture to the needs of the areas, and if possible, to discover improvements. These investigations have been carried on during the present year, and have reached the point where predictions as to the future of the industry can be made with some degree of confidence.

In a recent report of the Malpeque Bay oyster fisheries, Prof. A. W. H. Needler, of the Biological Board of Canada, thus summarizes the recommendations which have been made to the Federal Government with a view to developing the industry:

- (a) That cultivation of the local stock be encouraged in every possible way, as the only means of re-establishing the oyster industry of the area. The only feasible means of making those who reap the profit do the work of cultivation seems to be the leasing of areas to private individuals for use as oyster culture. This has been the most successful method elsewhere of building up the industry.
(b) That planting of oysters from other areas in the Malpeque Bay area be strictly prohibited, as it is not only unprofitable but dangerous—other diseases and parasites may be brought in.
(c) That the area be kept closed to public fishing.
(d) That oyster culture in the upper reaches of the inlets be encouraged and that ground be leased there for the purpose.
(e) That the reputation of the area for high quality oysters be protected by strict grading because the production will be for the present largely at the heads of the inlets. To make control possible the shipments will have to be clearly marked with the name of the producer and the place of production.
(f) That a strip along the shore out to a depth of three feet at an ordinary low tide be considered separately from the rest in leasing, and that no one be permitted to obtain a lease of more shore than is sufficient for the collection of spat to be used on his area.
(g) To prevent the production of oysters on ground subject to pollution (extremely unlikely in this area) to prevent the possible monopoly of spitting grounds, and to prevent the use of grounds where the quality of the oysters produced might be too low, it is recommended that no leases be granted until a careful examination of the proposed area is made by a qualified employee of the Department and a favorable report is received.
(h) As a great number of questions remain to be solved which are of importance to the oyster culture in this area, it is recommended that a Bideford river above the point known as Dawson's camp be set aside for experiments in the production of oysters, it being understood that operations such as the collection of spat which do not interfere with the experiments, will be allowed, that the area will be utilized intensively for the cultivation of oysters and that stock from this experimental farm will be available for use in other parts of the Malpeque Bay area.

These recommendations the Federal Government has now under consideration and detailed plans are being made for the development of the industry on the basis suggested.

EDITORIAL NOTES

When Britain's National Government suspended the gold standard and the exchange value of the pound sterling dropped to \$33, the practical effect was to impose an import tax of 21 per cent on foreign goods entering the United Kingdom. Thus, notes the Sydney Post, by a curious touch of the

NOTES BY THE WAY

An exchange says: Most of us are old enough to remember when it was hard times all the time. Hard times are normal. Our fathers before us never lived in easy times. Life is a battle and not a picnic. We get a fleeting taste of prosperity once in a while, but permanent prosperity is simply ballyhoo, that you get on the radio during political campaigns.

We must face things as they are and go to work. There are people who reach for the paper in the morning to see if good times are coming back. They want to see what the Government is going to do for them. They think the latter is Santa Claus.

During the Napoleonic Wars the future looked none too bright for London. The financing involved in that war was especially difficult and for a long time England met with no success whatever on the continent. Apparently London was relegated to a position of secondary importance to Paris in that period, but the working out of events brought London to the fore again.

The so-called mutiny of the British fleet was not nearly so serious as was reported a few days ago. It will be recalled that in 1797, the Royal Navy had had but one real mutiny and that was in 1797, after Sir John Jervis had defeated the Spanish at Cape St. Vincent.

Old-timers and those not so old, can recall the time when market-day or any day of more than usual gathering of wheeled vehicles in the summer and sleds in the winter-time, meant revenue to the private establishments which catered to the owners. Possibly time will develop some such system for the motor-car. Large cities today have such private systems in operation.

In looking at the Manchurian situation there are several facts to bear in mind. Very recent arrangements may make Manchuria legally a part of China, but historically it has always been a separate part. Both before and since the establishment of the republic, Manchuria, as a separate people, dominated to some degree the affairs of China proper, and the reverse is now by no means established. Japan in 1904 fought to drive Russia out of Southern Manchuria, and Russia would dearly love to creep back behind the backs of Chinese leaders harassed by internal disorganization. The very rapid increase of Japanese population forces a policy of territorial expansion on Japan. Within the past few months a Japanese officer proceeding to Mongolia and having official Chinese permission, was taken from a train and murdered under the pretext of executing him as a spy; the Chinese authorities say they have failed to discover the culprits.

For a few short months, says the Edmonton Journal, Canada has held the distinction of operating the fastest train in the world, the C. P. R. running its Montreal Toronto express at 69.9 miles per hour on the stretch between Montreal and Smith's Falls, doing the 124 miles in 108 minutes, start to stop. The Great Western Railway of England will take this distinction on September 14 when it speeds up the seventy-seven mile run between London and Swindon to 69.2 miles per hour average. The G. W. R. held the world's record on this run from 1923 until last April when the C. P. R. took it from the English company. Now it has reduced the scheduled time between London and Swindon once again and so regains the "title."

However, Canada can still lay claim to the world's fastest long distance train, for the Canadian National does the 334 miles between Toronto and Montreal in six hours flat or an average of 55.7 miles an hour.

The British people have been told plainly that an emergency exists and that drastic measures are required to meet it. They have been prepared for it, and now they know what is expected of them. They have met and surmounted tremendous obstacles before. The Napoleonic wars left them in a similar position to which they now find themselves. They pulled through that period. Their backs are against the wall again; and they are not likely to fall in anything they undertake.

Irony of fate, a Coldenite Chancellor of the Exchequer has unwittingly given British industry the heaviest all round protection it has had in any period of peace since the repeal of the Corn Laws.



By James W. Barlow, M.D.

THE BRAIN AFFECTS DIGESTION

I sometimes speak of brain appetite as applied to food, meaning that the brain, the senses, sight and smell, enter largely into whether or not food gets a good start in the progress of digestion. Drs. Majus and Forges, Berlin, studied the manner in which the sight and smell affected digestion of food in the stomach.

First, they poured about half a pint of a caffeine solution down a tube into the stomach and half an hour later this was removed from the stomach and the amount of digestion was noted.

The following test was made in the same persons later. While the caffeine solution was being introduced an especially favored food which the person was very fond of, was placed before him so that he could see and smell it. Moreover, the person was told that this food would be given to him with the next meal.

In the third test, instead of food that excited his appetite, food of such a kind or in such a condition that it gave him a feeling of disgust or nausea was placed in front of him when he was given the caffeine solution.

In all the tests the contents of the stomach were withdrawn, afterwards and the amount or degree of digestion was noted.

In that test in which the food he liked and was promised was before him, the degree of digestion was much farther advanced than after the first test where nothing was in front of him or after the test wherein he had the feeling of disgust. This was observed during the first half hour. Within the second half of the hour no such difference was found.

You can thus see how it happens that every time you attempt to eat certain food, you have a feeling of nausea. This may be due to the fact that at some past time something was present that caused a feeling of nausea or disgust, and the brain now remembers it. Thus when you are anxious to have some one eat necessary food, it would be very much worth while to try to give him food that he likes, and avoid other food, however nourishing, for which he has a dislike.

New Light On Wilson

(Toronto Exchange)

In his new book, "My United States," Mr. F. J. Stimson, formerly American ambassador to Argentina, throws new light on the late President Wilson's course in the war. According to this writer, Mr. Wilson decided to enter the war on the side of the Allies when the Sussex was sunk by a German submarine in 1916, Secretary Lansing's first draft of the Sussex note to Germany provided for immediate severance of diplomatic relations, but somebody intervened. Nothing was done for 18 days, and then a revised note was despatched to Berlin merely demanding a pledge that the Germans would cease attacking merchant ships, neutral or English, inside or outside the war zone. Mr. Page, the American ambassador in England, who was so anxious to have the United States come into the war on the side of civilization much sooner than it did, was never informed of the first decision credited to Wilson by Mr. Stimson.

The President continued to be too proud to fight. On the very eve of the voting, in November, 1916, in a speech at Buffalo, he spoke on both sides in the conflict as claiming to be fighting on the side of right and justice. Our opinion has always been and still is that Mr. Wilson, with his immense prestige as president of the United States, could have taken his country into the war on the side of the Allies if not at the very outset then certainly when the Lusitania was sunk. He chose, rather, to insist upon the neutrality of his people. Time and again he admonished them not only to speak neutrally, but to think neutrally. If he had chosen to use his authority by an appeal from the White House he could have carried his nation into the war two or three years earlier than he did.

Our American kinsfolk says the Sydney Post, are penalizing us for buying more goods from us than we sell to them. This is the sole reason for the depreciation of Canadian currency in the United States. The remedy is in the hands of the Canadian people.

The Gold Standard

In a prophetic declaration that Great Britain "cannot and will not work the international gold standard if the other creditor nations do not play "the rules of the game," The New Statesman and Nation, in a ringing discussion of the gold standard problem, demands an international conference of the gold standard countries at which the issues can be plainly discussed and faced, and a decision arrived at as to whether it is in the interests of the world economy either that matters should continue as at present or that Great Britain should be forced off the gold standard.

The whole world is heartily sick of the selfishness and folly, the article continues with which the international gold standard is being worked. Instead of being a means of facilitating international trade, the gold standard has become a curse laid upon the economic life of the world. It is not necessary to go into academic questions as to how far the fall in the world level of prices has been brought about by a world shortage of gold; it is only necessary to look at the present distribution of the world's gold supplies. Half the world's gold stocks are now held by America. Between December, 1929, and December, 1930, the American gold stocks rose from 280,000,000 to 494,000,000, and the French from 236,000,000 to 481,000,000. At the present time the American gold stock is about 1,000,000,000 and the French 471,000,000. The reason for this concentration of gold in America and France is that these countries have not lent their surplus balance on international account as Great Britain used to do in the past. France appears to have employed virtually the whole of her international surplus during the last three or four years in the purchase of gold and short term liquid claims instead of embarking on long term investments abroad. The attitude towards long term foreign investments of investors in the United States has varied, but has been generally unfavorable, except in periods of boom when American issuing houses have lost their heads. It was the opinion of the Macmillan Committee that the disposition of these creditor countries to employ their international balances in the purchase of liquid claims, including gold, had been primarily responsible for the disastrous fall in the level of world prices. Yet it is one of the objects of the gold standard to maintain stability of the international price level.

Consider the game from the point of view of the debtor countries. As the Macmillan Committee pointed out, the sole practical use of a gold reserve, seeing that gold coin has been withdrawn from circulation, is to serve as a medium for meeting a delicate on the balance of international payments until steps have been taken to bring it again to equilibrium. To quote from their report: "Today the position of debtor countries is apt to deteriorate rather than improve as a result of their having to export gold. For it is usually beyond their power to adjust their balance of payments so rapidly and completely as to permit a complete cessation of borrowing; yet, in so far as they export gold, their credit as borrowers suffers. Thus, having lost their gold and not being able to borrow, they are forced off the gold standard."

Thus we see the great primary producers of South America and Australia unable to borrow and unable to buy, and endeavoring to balance their international accounts by restricting their imports and perpetuating the slump in the manufacturing countries.

Great Britain itself is now being forced into the position of a debtor country. Its surplus balance on international account fell last year from £138,000,000 to £39,000,000, and according to Professor Clay is now non-existent. Yet the steps which have been taken by Great Britain to bring her balance of international payment into equilibrium have proved ineffective. Bank rate has been raised to 4 1/2 per cent but this has not attracted foreign funds to London because there is lack of confidence. Nor has it increased the confidence of the domestic capitalist. The more foreign credits are engineered to support the pound-sterling, the greater opportunity is given to nervous patriots to transfer their capital abroad without loss. The domestic flight from sterling is still going on, and until a sane economic and financial policy for this country is devised, confidence at home is not likely to be restored. To raise further foreign credits in these circumstances is futile. The pound sterling will never be saved by such panic measures.

"If an international conference of the gold standard countries is called," runs the concluding paragraph, "there would be some chance

That Body of Hours

By James W. Barlow, M.D.

I sometimes speak of brain appetite as applied to food, meaning that the brain, the senses, sight and smell, enter largely into whether or not food gets a good start in the progress of digestion. Drs. Majus and Forges, Berlin, studied the manner in which the sight and smell affected digestion of food in the stomach.

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The Poet's Corner

BEYOND THE HORIZON

When men go down to sea in ships, When down the sea they go, Some idle or pole the mariners' goal, And thither they sail through calm and gale, When down the sea they go

When souls go down to the sea by ship, And the dark ship's name is Death, Why mourn and wall at the vanishing sail? Though outward bound, God's world is round, And only a ship is Death.

Learning Earth's Secrets

(Calgary Herald)

A little item stowed away in a corner of the paper telling of a meeting of a chemist society at which three new elements had been listed, may be news of ultimate large significance to the world—some day. It seems only yesterday that radium was announced, yet today anyone can afford to have a luminous watch dial, throwing off beta rays at a speed of 180,000 miles a second.

It was the study of the radioactive elements that gave rise to a new atomic theory and to the predicting of undiscovered elements. The atom instead of being a minute hard particle is now conceived of as like a solar system, an electropositive nucleus acting as a sort of sun with negative electrons like planets revolving around it. Hence the ability of atoms to pass through each other.

It is known that the number of free positive electrons in the nucleus of the atom varies from 1 in hydrogen to 92 in uranium, the heaviest substance known. Hence chemists have been on the lookout for the missing members of the series, in the belief that there is an element for each serial number of positive electrons in the nucleus, from 1 to 92.

Mendeleef, a Russian chemist, noting certain regularities and relationships among the various elements, predicted the ultimate discovery of three metallic elements, then unknown. He reasoned their existence by "periodic law."

Sixteen years later all three of these predicted elements had been discovered, one by a Frenchman, one by a German and one by a Scandinavian. They were named out of patriotic impulse, gallium, germanium and scandium. As yet, none of these has a practical use. Gallium, for instance, though it looks like aluminum, melts at 81°F. It will melt in one's hand.

Aluminum itself indicates the—and without it there is almost no chance of saving the financial structure of the whole world."

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RUSSIA'S WHEAT CROP HURT BY INEFFICIENCY

WASHINGTON, Sept. 29.—Russia has been having some difficulty with her wheat crop because of inefficiency in handling farm machinery and a slackening of efforts by workers, the Department of Agriculture learns. "Reports from Russia exhibit a more pessimistic tone, and even the trade is beginning to sense that conditions may not be so bright as previous Russian reports have indicated," the department stated.

There are two ways to make progress, pay as you go, or stop going at intervals while you pay.

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