

THE CHARLOTTETOWN GUARDIAN

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FRIDAY, AUGUST 15, 1930

Good Rural Hotels

It is interesting to note, from a report of the Quebec Department of Roads, that despite industrial depression in the United States there has been no falling off in the tourist traffic this year so far as that Province is concerned. Three reasons are given why this is the case: (1) The advertising conducted in widely-circulated American periodicals and newspapers, (2) The excellent condition of the Quebec highways, and (3) The improved character of many rural hotels. Some years ago the department pointed out to country innkeepers the advantages which would accrue to them if they raised the standards of their hostilities. Many of the hotel-keepers responded to this advice and they are now reaping the harvest.

As a result of depressed economic conditions, visitors are seeking the smaller hotels and boarding houses in towns and villages where the accommodation is good and the charges are not too high. Satisfied tourists will return another year, and they are likely to pass the good word to their friends. The experience of Prince Edward Island, though on a smaller scale, has been similar to that of Quebec. Many hotel keepers throughout the Province have, of late years, improved their premises. Those who have done so are now being repaid for their outlay. Tourists are more and more inclined to spend less of their time in large centres and more of their holiday period amidst rural surroundings where they can find good accommodation at local resorts and boarding houses.

The comparatively low cost of summer holidaying in Prince Edward Island should prove an increasingly strong attraction to tourists to whom expense is an important factor. While we cannot afford to advertise as extensively as the larger provinces or to provide such roads as are available in Quebec and Ontario we can continue to improve our rural hotel facilities and by so doing encourage the tourist traffic in a most effective manner.

Aerial Leadership

Before the departure of the great British dirigible R-100 for England the designer, Sir Dennistoun Burney, announced that he was prepared at once to construct a fleet of vessels for a Canada-Britain air service on the North Atlantic. Two and a half days for the westward crossing and two days eastward was the time which could be made. Each ship could carry 100 passengers and ten tons of freight. He challenged Canadian leaders to get behind the enterprise, which if successfully carried out will be of momentous importance.

No one can now doubt that large airships will have a mighty role to play in the future development of the Empire. There is at the present time a regular commercial airplane service in operation between London and Karachi, India. This service is weekly in both directions and carries passengers and mail. But the route has the disadvantage of passing over France, Italy, Greece, Egypt, the Arabian Peninsula and Persia, necessitating a number of international agreements, a great delay, and a tremendously expensive ground organization, not yet fully equipped. An airship route need not pass over any territory not under British control or belonging to the Empire, and need have no bases not on British terrain.

In the case of the airship, the ground organization does not require to be so elaborate as that for the airplane. The thing most essential for the airship is the mooring mast. There is one of these at Cardington, in England. There is that at the St. Hubert Airport, outside of Montreal, which is the only point in Canada at which the R-100 can come to rest. Another is at Imballia, in Egypt. A fourth is at Karachi, in India. Still another is rising at Groutville, near

Notes By The Way

The true value of horse sense is clearly shown by the fact that the horse was afraid of the automobile during the period in which the pedestrian laughed at it. Now the horse is unafraid while with the pedestrian it is the other way about.

In the news notes of this date twenty years ago there is the following item from Paris: Hubert Lat-ham made a flight yesterday from Chalon-sur-Marne to Paris, a distance of eighty-seven miles. He made two stops on the trip, and the following from San Diego, Cal.: Miss Blance S. Scott, of Rochester, a Vassar College student, arrived yesterday in an automobile which she had driven across the continent on a dare.

There are many members of the British Labor party who would like to see Trotsky admitted to Great Britain, and among them is George Bernard Shaw, who has a great admiration for Trotsky's literary attainments. It would be interesting to see whether residence in the British Isles would do more to alter Trotsky's point of view than the Communist would do to alter British institutions.

France is in a happy position of having virtually no unemployment. It has hitherto lagged behind most other countries in what is widely called social services. Yet it has just embarked upon a vast social insurance scheme which will embrace 8,500,000 of the 21,000,000 workers in the country. The Act which was passed twenty-seven months ago and subsequently was amended in several particulars goes upon trial. It is a great experiment for there is much doubt as to its workability as a practical measure. It embodies a scheme of compulsory insurance against the risks of sickness, permanent incapacity, maternity, old age and death.

A Soldier Passes

The death of Sir Horace Smith-Dorrien who passed away Tuesday morning as the result of injuries received in an automobile accident, removes one of the most colorful figures in British military history. Confronted by difficult situations in the course of his career, Smith-Dorrien always met them with some entirely unexpected and original move. His active service as a youthful subaltern began when he managed to manipulate affairs to secure his transference from an administrative post in the Home Command to the forces of Lord Chelmsford in Zululand. His active career was brought to a fitting close in 1914, when he fought the Battle of Le Cateau in direct opposition to the orders of Field Marshal Sir John French. The latter mentioned in his account the valuable services rendered by Sir Horace Smith-Dorrien, in spite of his departure from orders.

In between these dates he was closely associated with the famous Fashoda Incident of 1898, the Battle of Omdurman, the uprising in the Tiam and the campaign against Mahdi in 1886. In all of these he combined diplomatic skill with daring and military genius. The British army has produced many fine and colorful personages, but none more so than the late Sir Horace Smith-Dorrien.

Editorial Notes

A correspondent in yesterday's Patriot says that though every one of the road tractors is "engaged" the people do not see them very often. Perhaps they have slipped away on their honeymoon.

The Earl of Aberdeen, who has been pretty well lost sight of by Canadians during the past two decades, has observed his eighty-third birthday, and the news recalls the period when he and his gracious lady presided at Rideau Hall, Ottawa.

A Missouri scientist has solved the old problem, "Why does a hen cross the road?" According to the professor "the eyes of a chicken are so arranged on either side of the head that the chicken can see on either side, but never on both sides at the same time. For this reason, when a chicken runs across the road directly in front of your automobile, it is because the eye is focused on the approaching danger and the chicken wants to keep it there until the danger has passed."



By James W. Barton, M.D.

SAFETY FOR TUBERCULOSIS PATIENTS

One of the usual symptoms in tuberculosis is the feeling the patient has that he is getting better and is sure to get well.

Now this is helpful of course, because it means "hopefulness" on the part of patient, and hope is a great aid to recovery.

However this hopefulness, this feeling that he is getting better, may cause the patient to take chances with his health that may prove disastrous.

Often also he so influences his physician by his encouraging statements about how good he feels, that the physician may allow him more liberty of action than is wise.

The X ray may show a partial clearing up of the lung condition, there may be some increase in weight, and the temperature be almost normal, and with the patient's assertions that he is feeling so much better, a little exercise is permitted.

Sometimes the results of this exercise are beneficial but often the patient was really not in as good shape as he thought he was, and his recovery is delayed some months.

It is therefore gratifying to know that further experimenting with the "sedimentation" test of the blood has proven its effectiveness as an actual guide to the patient's condition.

This is the length of time it takes for the red blood corpuscles of the patient's blood to sink to the bottom of the vessel into which it has been drawn.

Dr. D. M. Dunlop, Edinburgh, examined the blood of thirty individuals suffering from various types of tuberculosis, in varying stages of severity, and also the blood of five healthy individuals.

He found that the length of time it took the corpuscles to sink gave an exact record of the condition of the patient. The shorter the time the more severe or serious was the condition of the patient.

Drs. J. W. Cutler and L. Cohen, Eagle Lake, Pa., studied this sedimentation test in 500 patients, all of whom came to the dispensary before going to the tuberculosis sanitarium, or after they had been discharged as cured.

They believe that the sedimentation test is the most valuable single means of knowing just how active the tuberculosis is. They estimate that it is exactly right in 94 per cent of the cases.

This test shows the general disturbance in the body caused by the tuberculosis.

This means then that even if a patient says he feels good, and that he knows he is improving, this test tells the doctor exactly his condition, and whether it is improving or growing worse.

It is gratifying to know that there is now this safe means of estimating the patient's condition.

The Poet's Corner

ACHIEVEMENT

(To officers and men of the R-100.)

On seas and sands and rugged rock-bound shore

Men wrote a fleeting record and are gone;

In piping times of peace in days of yore

At tasks and toils untold they labored on;

And when rang out the strident note of war

They counted not the cost but went anon—

Whatever the cause their kings were fighting for—

Brave unto death, though cheeks were pale and wan.

Now slowly dawns an age of nobler worth.

No more disunion reigns; no sundering strife

With war's cold killing blast pervades the scene.

Men sail the skies around this lessening earth

And learn to live as kin a kindlier life;

The warm breeze beckons — nought shall come between.

—Eric Muncester.

says he has been married eleven times in the course of the last century and a quarter, but for that he is not likely to get much sympathy over here. Thomas A. Edison has refused to receive him at his place at East Orange even going so far as to have his gate guarded by policemen. Now, when Mr. Edison passes up any opportunity for publicity there is something wrong!

That Body of Hours

The Public Forum This column is open for the discussion by correspondents of questions of interest. This Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

GUNNERS' ATTENTION!

Sir,—In reply to many inquiries I wish to state that the open shooting season for ducks, geese and brant on Prince Edward Island now begins September 15th having been changed by Federal legislation from September 1st. The two weeks which have been taken from the first of the season have been added to the latter part making the closing date December 31st instead of December 15th as heretofore.

I am Sir etc. R. W. Tufts, Chief Federal Migratory Bird Officer Maritime Provinces.

Maritime Progress

(Moncton Transcript)

The Maritime Provinces today are enjoying a degree of prosperity that is not known elsewhere in Canada and probably not anywhere in the United States. In this connection it is interesting to analyze statistics bearing upon Maritime progress since 1921, when the country returned more or less to normal conditions following the war and its disturbing aftermath.

These figures show that generally speaking there has been a substantial improvement in manufactures since the war. There have been exceptions of course, but, on the whole, improvement is noticeable whether one considers gross value of production, capital investment or the number of employees. In regard to the production of manufactures the rise has ranged from nine per cent in Nova Scotia to twenty-one per cent in New Brunswick; while in capital investment the increase has been between fifteen per cent in New Brunswick and thirty-five per cent in Prince Edward Island. In the Island the number of employees has more than doubled, in Nova Scotia there has been an increase of about one-third, and in New Brunswick, of about forty per cent.

In 1921 the gross value of the products of manufactures in Prince Edward Island was \$3,873,000. Seven years later it was nearly \$4,500,000. In the same time the capital investment had increased from \$2,308,000 to \$3,121,000, and the number of employees from 893 to 2,035. These figures are taken from a report just issued on the manufactures of Nova Scotia, New Brunswick and Prince Edward Island. The latter province is largely given up to agriculture, its seed potatoes being in demand all over the continent. But the figures show that even in Prince Edward Island the growth in manufactures has been substantial. The value of the products of butter and cheese made in the Island in 1928 was \$1,247,000 and that of fish curing was \$756,000.

The main industry in Nova Scotia is iron and steel, its products being primary in character. The report shows that in 1928, the output of this industry, which is described as rolled iron, steel products, pig iron and ferro-alloys, was nearly double that of any other industry. The other branch of manufactures which came close to it was fish curing and packing, the production of which stood at \$7,930,000, compared with \$15,625,000 for the primary iron and steel industry. There is also a small subsidiary industry in the province which makes castings and forgings. The gross value of the products of all the manufactures in Nova Scotia in 1928 was \$84,984,000, compared with \$77,484,000 in 1921. In the earlier of these years, the capital investment was \$105,254,000, and in the later \$133,809,000, while in the same period the number of employees rose from 14,521 to 19,235.

Coming to New Brunswick we are reminded that the forests are the chief basis of industrial development, the first two industries in the province drawing their materials from that source. In 1928 the saw mill output was \$9,709,000, while pulp and paper was \$8,225,000. The pulp and paper industry has taken big strides since then. The total value of the production of New Brunswick manufactures in 1928 was \$67,413,000; in 1921 it was \$55,345,000. And the capital investment in manufactures in the province rose from \$99,204,000 to \$114,660,000. The number of employees was increased from 12,441 to 17,971.

With their rich resources of coal, with iron close at hand, and their other assets, the Maritimes have a future that is bright indeed.

A Potato Market

(St. John Telegraph Journal)

British Columbia was not successful in marketing its potatoes in the West Indies when it made its first experiment, because the potatoes did not stand up well after the long voyage. If however, an experiment in another direction may be taken as evidence there is a market in the south which may be of much value. Last year a trial order for Burnbank seed potatoes was received in Vancouver from Buenos Aires. There was doubt whether, in view of the long voyages and the changes in temperature, the potatoes would arrive in good condition. However one ton was shipped, half as ordinary cargo and half in cold storage. The Canadian trade commissioner in Buenos Aires reported that both lots were in good condition on receipt and were used as seed. Those planted in the northern part of the country gave an excellent yield but those farther south were apparently planted too late and the yield was not satisfactory.

Nevertheless quotations on several hundred tons of this year's crop have been received, which is said to be more than the province can spare. It is expected, however, that about a hundred and fifty tons can be shipped and yield a satisfactory return to the grower. This is another illustration of the possibilities of expanding Canadian trade in South America. The Maritimes sell large quantities of potatoes in the West Indies and as greater trade facilities are provided should be assured of a market farther south.

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ROADS AND POSTAL SERVICES IN THE DOMINION

(By R. R. Miller)

The Dominion of Canada is divided for purposes of administration of postal services, into fifteen districts each in charge of a Superintendent. There are in Canada, over 435,000 miles of highways and roads open to public travel. Thus, on an average, there might be assigned to each Superintendent of Postal Service, 29,000 miles of roads to inspect, for the purposes of postal services. Owing, however, to the scattered population of northern and western Canada, and, too, owing to the traditions of this service, administration has not included inspection of standards of public roads. It has been conducted, rather, in terms of the number of post-offices that are required in the different provinces. The matter of the efficiency of postal services, in relations to condition of public roads, has not been related in Canada, unfortunately.

In all Canada, there were, in 1928, according to the last number of the Canada Year Book of the Department of Trade and Commerce, 12,478 post offices. The province having the largest number is Ontario, with 2,604, then Quebec follows, closely after, with 2,514 and, as might be expected, the province with the smallest number is Prince Edward Island, with 128 offices. This province has, however, at Charlottetown, its Superintendent of Postal Service. The testimony of this official, as to the dependency of the Canadian Post Office Department, upon the conditions of the roads of that province, for satisfactory results, is of considerable interest to all who regard rural mail delivery services as highly important factors in betterment of conditions among rural Canadian citizens.

Some time ago, the Highways Branch of the Department of Railways and Canals, Ottawa, arranged with the Post Office Department to have sent to all Superintendents of postal services a questionnaire on the relations of the varying conditions of public roads, as used by carriers, to satisfactory postal services. The answers to this questionnaire of the Superintendent of Prince Edward Island included the statement that 90% of all complaints could be

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