

THE CHARLOTTETOWN GUARDIAN

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FRIDAY, OCTOBER 21, 1932

MUCH TOO HUMBLE

For a prototype of Mr. Mackenzie King one might fittingly select Uriah Heep, that curious character of Dickens' creation, Mr. King, like Uriah, boasts of being the 'umblest of men. So 'umble was he during his occupancy of the Premiership that for years he waited, hat in hand, on the doorstep at Washington, afraid to counteract the adverse tariffs imposed against Canadian producers for fear the United States Government might think he, Mr. King, was "retaliating." And now a fresh example of the Liberal leader's 'umbleness has been revealed by himself in his speech on the Imperial Conference agreements.

It seems that in 1923, Mr. King, then Prime Minister of Canada, attended an Imperial Economic Conference in London. "We were asked," he said, "if we desired to have preferences on the British market granted by means of an increase in the general tariff. Our reply was that while we would always appreciate any preferences the Mother Country might grant, it was a matter entirely for Great Britain."

Our Canadian agricultural producers should note this extraordinary manifestation of humility on Mr. King's part. He had the says the opportunity of obtaining preferences for them in the British market, and he turned the opportunity down. Much as he "would appreciate any preference the Mother Country might grant," he could not bear the idea of receiving anything except as a charitable offering. So he asked for nothing. It is a matter of record that he received exactly what he asked for, and he seems to have been quite satisfied with the result. Now he is pestered because his sentimental gesture of 1923 has been converted by the Bennett Government into a business bargain, mutually beneficial to both countries.

McDONALD'S TRIBUTE

Prime Minister Ramsay MacDonald recently sent his congratulations to the Morning Post, staunchest of British Conservative organs, on the appearance of its fifty-thousandth number. Though not himself a Conservative, Mr. MacDonald values the Morning Post for its honesty and straightforwardness. This is what he wrote.

"I like the paper which stands by its colors, which weighs a heavy sword deftly, and does not find it necessary to blazon forth daily sensations drawn from the imagination of the office in order to gain a circulation one day and produce a contradictory sensation so that it may be maintained the next. My gods are so sturdy that I can take delight in seeing them assailed, especially by fine craftsmen of the pen.

"Should it be my fate to return to the noble calling of the pen, I shall continue to support the Morning Post, for it will be to me as of yore a good model to give me much inspiration and many subjects upon which to muse and make comments."

Mr. MacDonald, notes the New York Times, in quoting the above statement, is an old hand at journalism. Some forty years ago when he gave up his post as private secretary to an M. P. at a salary whose maximum was £100 a year, he started out to make a better living as a newspaper writer. At one time he was on the staff of The Weekly Despatch. He was a regular contributor to The Echo and The Daily Chronicle, in the former his articles published in 1902 as "What I Saw in South Africa," showed that he possessed gifts of the accomplished journalist. They were clear, concise, keen, straight in their facts, with a sure but not excessive sense of the dramatic import of the Boer War. At first, from necessity, most of his work had to be done for Liberal organs, but for a time he was in charge of The Labor Leader, spokesman of the I. L. P. In weeklies and monthlies, one hardly knows where

NOTES BY THE WAY

Anything to get out of the Valley of Humiliation! This obviously is now Mr. Mackenzie King's motto. He will know to any section of the population. He will be all things to all men. He has got into the same boat with Miss Agnes MacPhail, Mr. J. S. Woodsworth and the Winnipeg Free Press. In an effort to attract all and sundry to his banner he is willing to adopt proportional representation although he knows that that system of voting would tend to multiply political groups and so accentuate the disease from which he himself suffered for most of his period as Prime Minister. It was the existence of divergent class groups in the House which hamstrung him at every turn and limited his power to govern the country in a wholesome manner. His bitter experience of those days is now forgotten in the hope of dishing the Tories at any price.

Advertising has a vital role. The buyer is picking up the habit of thrifty buying. He knows his needs, but he must be convinced that these needs can be satisfied now to his advantage. Advertising is the most economical means of actualizing this potential demand. Advertising is as essential to business as communications are to an army. It is as essential to the process of merchandising as train despatching is to the operation of a railroad. Through this channel of communication the circuit of business is completed, and it is playing a most important role in the process of business recovery.

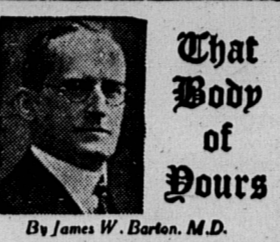
It is significant to note how other countries are now hastening to effect trade agreements with Great Britain and countries of the Empire, showing the force of these Ottawa agreements to bring down those foreign tariff barriers that have piled up. These countries anxious to negotiate see that the countries of the British Empire can, by making trade more free amongst themselves, reach for the moment the same end as by making trade more protected against others, with the advantage of being able at the same time to put gentle pressure to reduce their tariffs on those others who find their exports shrinking.

It is a tradition of United States politics that about this time of year both presidential candidates shall pass through a period of uncertainty and secret despair. Before the party canvass is complete, and the opinion of the electorate has openly crystallized one way or the other, the candidate and his friends, while speaking boldly for publication, are supposed to wonder, in the privacy of their own offices, just whether everything is really as good as it should be.

Germany is the most dangerous element in Europe, says Everyman. In international affairs she will bludgeon through as she has always done. In spite of her unfortunate manner, she must not be given the sense of isolation, especially by Great Britain. She must be cultivated assiduously, and friendship maintained. Let us, however, not forget or ignore the facts in our negligent English way. Our own opinion is that unless the Great Powers adopt a policy of real disarmament within the next twelve months thrusting aside all legal quibbles, the relations of Germany with other countries will grow rapidly worse and we shall head towards another World War.

In Liberal and Labor circles in the Old Land, there is a distinct feeling that John Bull benefits little from the arrangements made at the Imperial Conference, and that he has sacrificed much in deciding to tax food via the preference extended to certain products of Canada. The London Star, for instance, says the "wilderness of published detail makes clear the Conference betrayed the promises of several British statesmen that tariff barriers would be lowered. We have paid in full beforehand, for every possible advantage to the British consumer has been tied in red tape to the colonial manufacturer." The London Star, needless to state, is a Liberal paper.

London, England, reports the 107th birthday of Mrs. Merriott at her birthday. The despatch says she put away four jugs of tea, and large quantities of roast beef, potatoes, greens, plum tarts and cheese. Then, by way of relaxation, she went for a stroll in the garden and relieved her thirst with a glass of ale. Food faddists, diet specialists, medical experts and others should be able to build some interesting discussions on this one.



By James W. Barton, M.D. PSORIASIS

Although eczema in some form makes up more than one half of all skin ailments, psoriasis is found very often, and causes much embarrassment to the patient. Psoriasis, as you know, consists of white scales upon the skin, that resemble very closely patches of plaster or mortar. When these scales are scratched the surface underneath bleeds.

Just what causes it has never really been learned. That the "nervous element" enters into the cause is still the opinion of most skin specialists. The treatment used for a great many years has been arsenic internally and mercury externally. Chrysarobin has been used successfully of late.

However like some other skin ailments, psoriasis often returns and the physician fails to get results with the remedies that had previously been so successful. In some cases of eczema and various other skin ailments the diet has been found to be at fault, but it was not thought that food had anything to do with causing psoriasis. However about twenty years ago Prof. Jay F. Schamberg, University of Pennsylvania, pointed out that food—proteins, that is meat, eggs, fish, fowl—was a positive factor in causing psoriasis.

In a recent issue of the Journal of American Medical Association he presents a number of cases, some of which had suffered for years, and had undergone the most painstaking treatment without relief, who were cured in a few weeks by the use of foods containing little or no protein. In some cases cutting down on the entire food intake with a consequent loss in weight, was found necessary to clear up the condition. Prof. Schamberg explains why cutting down on protein food helps to cure psoriasis. In psoriasis there is rapid growth of the skin cells. For this growth the cells need building material which can be obtained only from the blood and lymph streams. The principal building material required by these cells is protein. As these cells are endowed with a powerful "growth impulse," the rate at which they grow will depend upon the amount of "building material," that is protein foods, that is provided them.

By keeping these foods out of the diet or giving but small quantities of them, that is just enough for the body to use up for its ordinary needs, none will be left to build up the psoriasis cells.

Lessons Learned In Stratosphere

(By the British Aircraft Society). In the stratosphere, the region more than eight miles above the earth reached by C. F. Uwins when he obtained for Great Britain the world's height record, flying conditions are strangely altered and some curious effects are noticeable. Mr. Uwins, at a luncheon given in his honor at Bristol, said that, at 43,976 feet, which is the altitude officially recorded after the readings of the sealed barographs had been corrected by the National Physical Laboratory, cables, such as those used for operating the ailerons, shrunk as much as a quarter of an inch and this shrinkage had to be allowed for before the machine started.

Another thing is the large correction for speed. The air speed indicator in Mr. Uwins' Vickers "Vespa" airplane showed only 53 miles an hour when he was at the top of his climb; but corrected for atmospheric pressure and density in a manner similar to that applied to the barograph readings, the actual speed comes to something in the region of 130 miles an hour. It is in the reduction in drag, and therefore in resistance to forward motion through the air, that occurs at great heights that some engineers foresee a means of obtaining speeds undreamt of up to the present and the Vickers "Vespa's" flight has done something to forward their projects.

Some idea of the problems before Mr. Roy Fadden, the designer of the Bristol "Pegasus" engine with which the Vickers "Vespa" is fitted may be had from the fact that, at 18,000 feet, the ordinary supercharged engine, relying purely upon aspiration for filling the cylinders with mixture, will give only half the power it gives near the ground; while at 40,000 feet the power will fall off to about a seventh of what it was near the

The Greenland Air Route

(Montreal Gazette)

In the Geographical Journal for July there are two articles of public interest — "Kangerdugsuak and Mount Forel," being reports of two journeys on the British Arctic air route expedition by A. Stephenson, and the "Weather on a Greenland Air Route," by S. T. A. Mirrieux, with flying notes contributed by Flight-Lieut. D'Arth. The discussions which follow are elucidating, particularly that of Dr. G. C. Simpson (Director Meteorological Office). Dr. Simpson recapitulated the chief meteorological problems in connection with Greenland.

Greenland is a great dome of ice, 8,000 to 10,000 feet high in the middle, and sloping down on each side to sea level. A surface of ice is a very good radiator but a very bad conductor of heat. The consequence is that, during the winter especially, the surface of ice becomes extremely cold, and this cools the air over it, so that a layer of air forms which is much colder than it ought to be, and very much colder than the air is at the same height away from that surface. Now the cold air over this dome becomes unstable and it runs off like water down the side of a hill. It is the outflow of this air which, running down the valleys, produces these very heavy winds of which we have heard, but which are extremely local—very much like mountain torrents. You would expect that when this cold torrent of air comes rushing down to sea level it would be biting cold. As a matter of fact, it is not; if anything it is a little warmer than the air at sea level. That is because when air falls in the atmosphere it comes under higher pressure; it is all the time being squeezed, and when air is squeezed its temperature rises. The rise of temperature is at the rate of five degrees F. for every 1,000 feet that the air comes down the slope. Therefore, coming from 8,000 feet to sea level the air temperature may rise to something like 40 deg. F. higher than when it left the plateau. This outflowing wind is the cause of local storms, and they are met with only on the edge of the ice, generally at the foot of a glacier or valley down which the air pours.

Flight Lieut. D'Arth's notes were on summer flying and winter flying. In summer the greatest enemy of the aviator is bad visibility, whether due to precipitation or fog. At the head of the base fjord, Angmaysalik, they very seldom had bad visibility, though coastal fog was often visible at the mouth. They seldom flew without seeing fog over the pack ice, though from 100 feet upwards the weather was absolutely clear. As for visibility, on August 31, 1930, Watkins and D'Arth left Cape Dan was clearly visible, a distance of approximately 200 miles, and it was so clear that had there been anything to see beyond, it could have been seen. On normal fine days the visibility from a suitable height is always more than 100 miles. When seaplane flying was possible, there was seldom any wind above force 3, and there was a large per centage of calm days. Generally it may be said that the weather conditions during the summer appear to be ideal for flying, owing to lack of fog, exceptional visibility, reasonable temperature and light winds.

For winter flying apart from the very short hours of daylight during mid-winter, the same remarks apply to the visibility during the winter as during the summer. Precipitation is, however, slightly more frequent, and during the gales visibility is reduced almost to nil owing to drift snow. The only period when fog appears to be persistent is during the spring, when the sea ice is breaking up, but this only lasts a few days. From the flying point of view the chief danger was that the barometer gave no warning of the approach of local gales, but he found that drift snow and the roar of the wind on the glacier about four miles away became apparent from two to three hours before the wind reached them, the noise even waking them in plenty of time at night to let them lash things down securely. He thinks it would be possible for aircraft flying over Greenland and not landing, to fly over these local storms without difficulty.

Given aircraft that can climb to a suitable height, it will always be possible to fly over drifting snow or low fog. The most interesting feature is the extreme inversion of temperature for the first 1,000 to 1,500 feet over the ice cap. Except for the months June, July, October and November, flights were made over it every month, and yet the lowest temperature recorded on any of the ground. The Bristol supercharger prevents the reduction in power occurring



THE WYCH-ELM

In weariness of heart, Bitter with false labor, I put the world apart And seek an old neighbor.

A century or more He has mused and murmured Over my door Of what the winds rumored.

I am never tired Of his leaf-lippings, Garrulous, absurd In his bough-whippings.

He will rub his branches Like a musing fly, Though his great haunches Are three cottages high.

He will speak in the night Like a foraging mouse, And tremble with fright Above the house.

He will affront the moon With antics of folly, And next day at noon Sham green melancholy.

As I say to the woman Who shares my cottage, "The tree's almost human In its whimsical church!"

—Richard Church, in London Spectator.

these flights was—14 deg. F. Group Captain A. A. Waiser addressed the meeting on "taking off." He thought that one of the main difficulties experienced in Greenland was the fact that when operating from the fjords it was extremely difficult to find a stretch of clear and open water free from drift ice. When taking off from the frozen surface of the fjords, it was found the ice formation was very frequently irregular. It was discovered that certain inland lakes formed a very much more suitable base, as the troubles encountered by drift ice in the summer time and the irregular surface in the winter time did not occur. The only difficulty in using these lakes was that in spring when the ice was beginning to break up, and in the autumn when the lakes were beginning to freeze over, the conditions were such that for a period of about six weeks it would be impossible to fly. The fjords would be unavailable for a much longer period. Referring to temperature, a certain amount of information had been gained in Canada, where aircraft operated in very low temperatures. It was found necessary to keep engines heated when aircraft were on the ground. He thought that a type of engine cover was used, made of several thicknesses of canvas, which enabled heated air from an ordinary blow lamp to keep the engine warm by means of a large-diameter canvas pipe.

A minor difficulty had arisen owing to the effect of cold on India rubber. The shock absorber of the undercarriage was composed of rubber acting in compression, and the resiliency of this rubber had been affected by the low temperature. He thought that on future occasions some form of steel spring would have to be used.

Admiral Lord Beatty

(Sydney Post) Admiral Lord Beatty is visiting in the United States. His arrival at that port reminded a New York Sun writer of the war days when illustrations showed the British sea hero with his cap always set at a rakish tilt. Never was it set squarely on his head. From coxter to King they loved this dashing, rowdy touch to his person. After the Battle of Jutland, when his fame was in the making, the cap with the starboard list helped a lot.

And then, with his Lordship safely ascending to the crossroads fame, the truth became known. He had been afflicted with dreadful headaches. His cap, properly set, caused a certain constriction and pain. A bit askew it not only made his head feel better but it was an unintended genuflection to hero-worshipping crowds. His biographer first told the story.

This of course, is not in derogation of what went in under the cap. Of the fox-hunting Beattys of the County Wexford, Ireland, the small, slender, wiry youth was slated for top honors from the day he entered the navy at the age of 13 years. His rapid advancement made him vice-admiral at the battle of Jutland, May 31, 1916. Historians are still trying to unravel the story of this fight, the tale of Lord Beatty's "insubordination" still at issue. His supposed code message to the other ships was: "Follow me. We have got them

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