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"The Strongest Memory is Weaker than the Weakest Ink."

THURSDAY, AUGUST 31, 1939

Signs More Hopeful

While the text of the notes exchanged between Berlin and London remains a close secret [illegible] in the fact that this method of communication is being continued. The [illegible] yesterday to consider a statement [illegible] which it is said may determine the course of Europe's crisis, and [illegible] have contained an indication [illegible] willingness now to negotiate directly with Poland. The British Government, [illegible] that Germany [illegible] negotiate [illegible] which Hitler had previously [illegible].

A [illegible] by the Nazi dictator is of [illegible] importance as indicating, if not a [illegible] at least a realization that he has [illegible] hand and now finds that [illegible] are useless. The [illegible] and France can no longer [illegible] from the German people the [illegible] in defense of Poland [illegible] any misunderstanding on that score.

There [illegible] the reaction to the Nazi-Soviet pact evident [illegible] and to a lesser extent in Italy and [illegible] fail to have repercussions [illegible] at first was hailed as a [illegible] may well be the beginning of the end so far as solidarity between the [illegible] is concerned. Japan has already reverted to an isolationist policy, and Mussolini [illegible] desired, would have difficulty in working up enthusiasm among his followers for an ally which has come to any terms with Communism.

Until the German armies are withdrawn from the Polish border there can, of course, be no real assurance of peaceful settlement. But every delay is to be welcomed. The world is breathing a little more freely than it seemed reasonably possible for it to do during the past critical week-end.

Poland And Versailles

A great deal of German propaganda has been directed to establishing the claim that the present demands on Poland for Danzig and the Polish corridor is in accord with Wilson's famous "fourteen points" on which was based the Treaty of Versailles. The thirteenth point in Wilson's peace plan read: "An independent Polish State should be erected which should include the territories inhabited by indisputably Polish population, which should be assured a free and secure access to the sea, and whose political and economic independence and territorial integrity should be guaranteed by international covenant."

As G. M. Gathorne-Hardy points out in his recent pamphlet "The Fourteen Points and the Treaty of Versailles" (Oxford University Press), the territory "transferred from Germany to Poland was far less than Poland's representatives claimed, and confined to regions where the predominant population was indisputably Polish. In at least six places the proposals of the expert commission charged with recommending the frontiers were over-ruled in favour of Germany."

Danzig, of course, presented a special problem. The population of the port was certainly much more German than Polish. Commercially and economically, it was nevertheless a Polish port, and if the "free and secure access to the sea" promised by President Wilson was to be anything but illusory, its retention by Germany was out of the question. As Frederic the Great observed, "he who holds the mouth of the Vistula and Danzig has greater power over Poland than the King in Warsaw." Influenced by these considerations, the Commission in Paris therefore advised transfer to Poland. This solution was, however, rejected in the Treaty, which created Danzig a "free city" under the administration of the League of Nations. The interpretation of Point Thirteen may thus be claimed to have been in all respects a peculiarly fair one.

Business Survey Promising

"Economic developments during the past few months have on the whole been definitely favourable," according to the current Monthly Review of the Bank of Nova Scotia. Were the international situation less explosive, it could be said with a considerable degree of assurance that Canadian business was emerging from the slump of 1937-38.

The forest and mining industries have experienced a considerable expansion in the demand for their products and have already somewhat increased the scale of their operations. Construction has been more active, largely because of a substantial gain in the building of houses. Conditions in the manufacturing industries have been slightly better, though there are certain exceptions. Retail trade in urban centres has increased, recently exceeding the levels of the corresponding months last year, but sales in rural areas have continued relatively depressed. In addition, the railways have been somewhat busier and their financial position has improved moderately.

"A substantial revival of export trade," says the Review, has been the principal factor behind this recent betterment. Exports of Canadian produce have been rising steadily and in May, June and July their value (exclusive of gold) at $232 millions was 16 1-2% higher than in the same period of 1938. Sales to the United States have been running above the previous year's levels since the beginning of 1939 and in the last three months the gains have been particularly large. Exports to Great Britain have recovered sharply and since May have surpassed the corresponding totals of the preceding year.

The immediate outlook for export business seems quite promising, owing to the upward course of economic affairs both in Britain and the United States. In Britain, there is every prospect that the recent increase in activity will continue during the remainder of this year. In the United States, the upturn which began in the late Spring has carried on through July. On the whole, it would appear that Canada is reaping substantial benefits from the heavy public expenditures of these two countries.

From a domestic standpoint, interest centres upon the wheat harvest. While heat and lack of moisture have destroyed the possibility of a bumper crop, present indications still point to an appreciably larger yield than in 1938. In view of the lower fixed price and of the likelihood that grades will not be as good as last year's, it is probable that farm income from wheat will show a moderate reduction as compared with a year ago.

— EDITORIAL NOTES —

John Bunyan died this date 1688.

* * * *

With very few exceptions every day has been dry since Dominion Day, and now the next question [illegible] is the [illegible] be wet?

* * * *

Sir Percy Everett, Lord Baden-Powell's deputy, due here [illegible] will be the guest at luncheon on that day of the Prince County Council of the Boy Scouts Association at the residence of [illegible] and Mrs. A. R. Brennan, Summerside.

* * * *

The undercover men of the R.C.M.P. who were keeping an eye on the bootleggers throughout the Province since the Confederation celebration, were [illegible] for by a local man who had [illegible] all or nearly all of Charlottetown's [illegible].

* * * *

Mr. Albert Ferguson, Spokane, Wash., has 200 chickens [illegible] trying to locate the That one laid an egg [illegible] inches long and 6 1-2 inches wide. "That," Mr. Ferguson said, "is some egg."

* * * *

In these days when we watch the news out of guarded corners of [illegible] eyes—where does advertising stand? Is the question asked by the large British firm of Wilson Thomas Company. Here is their own answer: "Let us be honest. Advertising has no message for a time of unrest and uncertainty, any more than plumbing or paper-making have messages. It simply has a job to do. Its only duty in these days is to do its job better than ever before. People are hesitating to spend [illegible] and if they still go on waiting —up will go the unemployment figures. Advertising has to help management to keep the wheels of trade turning when they are in danger of slowing down. And if it is to do this side by side with the new headlines of 1939, it must do it with a new urgency."

* * * *

Some plant expansion is taking place in Upper Canada because of an order from Great Britain for small field guns, the first of its kind to be placed with a Canadian company, and more armament orders are in negotiation as the result of a mission of Canadian industrialists to Great Britain. "The closing stages of the summer find Canadian business maintaining the gain recorded in the first half of the year," the Bank of Montreal says. "July witnessed an improvement in retail trade with the dollar amount of sales of department stores slightly above those for July, 1938, and showing less than the usual seasonal decline from June. In the manufacturing field conditions are variable."

* * * *

Another delay in harvesting caused by heavy rains in Manitoba and northeastern Saskatchewan and by showers in the Calgary division of Alberta was reported by the Canadian National Railways. "In Southern Manitoba," the review stated, "threshing has started and is 55 per cent completed in some districts and 75 per cent in others. Wheat yields are running from ten to twenty-five bushels an acre, with the quality better than anticipated. Coarse grains in most sections are poor. In Central Manitoba reports indicate a yield of from thirty to thirty-five bushels of wheat an acre. In the north, threshing will not be general for another week. Twenty-five bushels an acre is the prospective yield, but coarse grains are generally below average.

* * * *

In his autobiography, "A Bishop Jots It Down", Bishop Kelley cites an instance where a Bishop preaching in English to a French congregation, when not more than fifteen understood him, was so eloquent and effective that he roused his hearers to enthusiasm. This recalls a story of Ellen Terry told by "F.J.I." As a reporter, on her birthday, he attended the inaugurating of a new theatre by Ellen who mistook him for the architect, put her arm through his, swept him down to face a great cheering crowd, and began to make her speech from a sheaf of notes written in the largest and boldest handwriting. There seemed to be only a few words to a page. Such was the storm of cheering that a few moments after her first sentences she popped all her notes into his top hat, and whispered quickly: "This won't do; I'm going to la-la it." And for some minutes, punctuated as it seemed always at the right time with cheers, hear-hears, and applause, Ellen Terry never uttered an intelligent word, but "la-la-ing" with vivacious light and shade of voice, and using inspiriting gestures, she swayed that great crowd. It was a magnificent and almost unbelievable piece of acting. It thrilled the reporter, who knew she had not spoken a thought, and it thrilled the crowd, who knew that they had heard one of the most dramatically eloquent speeches of their time.

NOTES BY THE WAY

A bullet fired by a Toronto policeman while chasing auto thieves lodged in a partition a few inches above the head of a man who was sleeping on a Blantyre avenue veranda. All such occurrences should be thoroughly investigated. Anxiety to capture thieves should not lead to shooting which endangers the lives of innocent people. — Toronto Star.

Some day someone may decide to make the Saskatoon berry a good commercial fruit. Make it larger, a trifle more juicy, but retain the special flavor of the luscious wild berry, and it soon would prove a favorite of those who love fruit pies. The blueberry still is chiefly a wild fruit but has been improved under cultivation. The cultivated blueberry is from two to four times as large as its wild cousin. It has thinner skins and its seeds are less noticeable. — Edmonton Journal.

A strong argument for legislation to permit the railway to compete with freight motor-trucks is published by The Ottawa Journal, famed for its judicial comment on Canadian problems. No one would claim of course that there is no place for the highway carrier in modern transport, but the rank folly of unrestricted competition with the railroads ought to be clear to all. Rates for long-distance hauling by truck should be controlled by the board which sets railroad freight rates, and that cannot be brought about without the consent of the provinces. Their refusal to give up this jurisdiction over highway carriers is a strong factor in the difficulties of the railways. — Kamloops Sentinel.

The time must come when transit by rail, highway, air and water will be treated as an integrated system. This need not imply public ownership or interlocking directorates under private ownership. It ought to mean an intelligent analysis of the economics of carrying different kinds of goods by different kinds of carriers or by a judicious combination of carriers, and a type of regulation, State and national, which will encourage such economies. The question becomes more acute every time a railroad abandons a branch line or a new generation trunk highway is opened. It has had much attention, but surely not all the attention it deserves. —New York Times.

Mr. Mackintosh, who spent five years in Discovery II investigating the distribution and breeding of mammals and the formation and wanderings of icebergs in the Antarctic seas, has some interesting things to say about his observations. Glaciers flow from the land into the sea, where a portion breaks off, thus forming the giant icebergs that start their travels in the open waters. Sometimes these bergs appear to be black, due to the fact that while still land-locked, dust has settled on their surface, to be superimposed with a thin layer of transparent ice. It is curious that though the Antarctic continent supports very little animal life, the Antarctic seas are more crowded with it than the tropical seas. Practically 90 percent of the world's supply of whale oil comes from whales harpooned in the Antarctic Ocean. Apart from whales, however, the inhabitants are mainly minute forms of marine life. —London Tit-Bits.

The call of the Himalayas is not to be one country only to mankind's knowledge. Germans, Swiss, French, Italians and Americans have contributed as well as British climbers. The first Polish expedition to come to India is now reported to have ascended the eastern peak of Nanda Devi. Towering 25,645 ft. with its twin peaks 60 miles from Ranikhet, Nanda Devi is the highest mountain entirely within the British Empire and its fame among the ancient Hindus shows the spell it has long cast on the human imagination. This colossal mass of rock stands in solitary majesty at the centre of a basin ringed for 70 miles by great peaks, 12 of which are over 21,000 ft. high and which never sink below 17,000 ft. save where the Rishi Ganga forces its way through to join the Ganges. Up to 1934 this "inner sanctuary" had not even been trodden by human beings, but in that year Mr. Shipton and Mr. Tilman made a perilous journey through the terrific gorge, and two years later an Anglo-American party under Professor Graham Brown achieved the first conquest of Nanda Devi. The mountain is technically difficult owing to the terrific gradient of its slopes. — Indian Press Union.

After three years in dockyard hands, the battle cruiser Renown, famous as a Royal passenger ship, is out and about again. She has been put through her sea trials, and will shortly rejoin the Fleet from Portsmouth. This 32,000-ton warship is sister ship to the old Repulse, but nobody could imagine so from her present appearance. She has been almost completely metamorphosed under the dockyard reconstruction, and now shows two stream-line funnels over an imposing tophamper. She looks, in fact, quite like a new vessel. Naval men, who learn to identify their own and other nations' warships on sight even at a distance, by all sorts of peculiarities of design or equipment, will have to renew acquaintance with H.M.S. Renown before they can pick her out. To the layman's eyes, of course, they all look very much alike, and few landsmen could even tell a battleship from a cruiser at half-a-mile. In fact, on an Isle of Wight boat, I once heard a tripper with a Lancashire accent point out a destroyer as H.M.S. Hood! — Ottawa Journal.

PUBLIC FORUM

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

BORDEN-CHARLOTTETOWN HIGHWAY

Sir,—A few days ago I noticed in the Guardian a letter about the road from Trueman's brook through Albany to Tryon Corner.

The writer did not seem certain of anything except that that road was being built.

He spoke of two other roads, one through what used to be called the big clear road to Zion Church Corner. The other through Cape Traverse and Augustine Cove, to Tryon Corner.

He did not seem to know much about the big clear project, if it would be built or not. But was very sure the one via Cape Traverse and Augustine Cove would not be done.

I do not live on any of those roads, have no interest in either of them, so have not written until now either prose or poetry about any of them.

As others say the Trueman Brook project is well under way. I presume W. Thomas is right that far and as he is so uncertain of the one to Zion Church Corner, we wait to see or hear anything that may crop up about it.

As far as saving miles by grading a road through big clear is concerned, **it cannot be done.** As it was found out years ago that the difference in distance between Tryon Corner United Church and Cape Traverse United Church was less than three score yards either way. And everything else favours the Cape Traverse road. It was laid off as a post road. It is 66 feet between fences and is by far the most level road, was kept in good shape and machined as the acknowledged shortest Tourist road from Borden to Charlottetown, and the best that could be found.

Having been machined so often, it can be made a paved road far more cheaply than the one to Zion Church Corner, so there can be no comparison between the two.

I have no objections to the paving of the Trueman Corner through Albany to Tryon, as long as there is the other road gets equal service as they are fully entitled to do.

I fully endorse all Captain Read has said in his well thought out letter about the matter.

I am, Sir, etc.
FAIR PLAY

CIVIC MATTERS

Sir,—"Another Taxpayer" alluding to my letters makes some assertions which indicate a want of familiarity with what I have written. Erroneously he says I must have been "not friendly" dealt with by the Council. On the contrary, I am under no personal favour and not even recipient of the fair treatment accorded hundreds of others, and to which I am equally entitled. I wrote from a judicial viewpoint, approving of the Council only in a comparison of what we have had and what we might get.

He is certainly far in error to assume that I see no "wrong doing". My letters strongly claimed that there was very much so and going back to half a century—a chronic disgrace.

My arguments were that there was in many of these cases no criminal intent, and in some of them even a genuine measure of justice. It has been pointed out that things now modestly referred to as "irregularities" are actually authorized by act of parliament, which otherwise might be listed as criminal.

He makes a vigorous charge against the Council for not making a more searching enquiry, and a more systematic house cleaning than they have attempted. I am with him to the limit in this, but as pointed out in a former letter there is too much of a pull behind the throne, to permit of any reforms or reformers getting a look in to probe to the depths those spots of ulcers in past financings.

Large defaults have been alleged, unauthorized bonds have been paraded in print, other gross criminalities have been ventilated in "tentative" insinuation, but no tangible evidence produced to make the semblance of a prima facia case.

These items, involving (if true) many thousands of dollars are ignored. But the small impoverished taxpayer, who perchance has had his discounts allowed a little out of season, or a palpable excess tax equitably (yet irregularly) adjusted, is to be hounded in an out-of-date campaign to make him dig his pocket to the dregs in constrained effort to square up.

Yes by all means your correspondent is right in this respect. No honest person can suffer by such an enquiry and why should the big defaulters escape behind that ever ready barricade of personal interest or political "pull".

The Council claim that new systems are to be adopted to make these more difficult in the future. Why not go further and place the tax administration in outside judicial hands and make shortages and the like impossible? And why not make these as retroactive as they are trying to make the taxes?

I am, Sir, etc.
JUSTICE.

CAPTAIN READ AND THE HIGHWAY

Sir,—I see that Captain Read, in your issue of the 26th, has taken a serious view of the conditions of Europe and wishes to save that extra half gallon of gasoline by paving the Cove Road. But he should set the example first himself, by buying a bicycle, as I see he was in Charlottetown last week and made a speech.

He says that a small group of taxpayers are directly interested in having the pavement pass their front doors, together with the two representatives. Now as for me I would like to see the road paved which carries the most traffic including that of the farmers who are the backbone of our country. I am not a farmer myself nor do I own a car so with me it is not self as there is always good walking in the fields. He tells us that by Augustine Cove is the short level snow-free post road. If that road is snow-free why did they have to get the snow plow last winter and then give it up by getting stalled in a snow-bank. Capt. Read wants facts so that is one.

Again he asks were the residents in Tryon stuck in the snow that they could not have moved to one side and allow the cars to take advantage of the fields. By no means. Our boys were out shovelling the banks so the cars could have freedom of the main road and to save the Government the expense of sending out the snow plow as they did in Carleton—another fact.

Again he speaks of Lefurgey's hill but never a word about Holland's hill. So one and one makes two.

A war is in the offing he says this road is to be paid for by the province and not the 4th District. Any school boy knows that. But I ask was the 4th District exempted when the Charlottetown-Borden Highway was built? He speaks of dangerous curves. But there is only one on this whole road. Can you beat it? While the other road seems to form the letter S ending up with X Y and Z.

I am, Sir, etc.
J. WELLINGTON THOMAS.
North Tryon.

That Body of Yours

By James W. Barton, M.D.

WHAT MAKES YOUNGSTERS SLUMP?

At many preparatory schools there is a physical examination at beginning of the term and those with a poor posture—standing or sitting—are put in a special class and given special exercises to help them to keep the body erect. All the teachers make it a point to check a boy who assumes a "slouched" or stooped, position.

There is always the question as to whether the poor posture causes the symptoms of fatigue, indigestion, constipation and other conditions, or whether these conditions cause the poor posture.

However, getting boys and girls to attain an erect carriage needs more than just speaking to them. Dr. Alvin Brockway, Los Angeles, in Hygeia, says, "Instead of constantly exhorting their children to stand up straight, parents should attack the underlying causes of poor posture as well as provide the child with definite posture training. The child who slumps generally does so because, for some reason, he is fatigued. In some instances this reason may be that he is not getting enough rest to supply his needs for energy. Too many picture shows or radio programs in the evening frequently interfere with proper rest. The [illegible] may be the [illegible] enlarged adenoids, diseased tonsils or sinuses, faulty vision or constipation."

I believe these two explanations of the cause of faulty posture—lack of rest and infection somewhere in the body—account for the majority of cases.

The thought then is for parents and teachers to study the daily habits of the "slumping" youngster, because early correction will prevent "permanent" curves in the back. We all have four curves in the back — back or neck (forward), at shoulder blades (backward — round back), in small of back (forward — sway back) and at big muscles on which we sit (forward). When a youngster slumps he increases these curves and if he slumps long enough this increases in the curves will become permanent.

If your youngster slumps have him examined by your physician and dentist and watch his daily habits as to rest, food and exercise. Teach him to stand and sit tall, always.

Dr. Brockway advises that in severe cases an orthopedic specialist should be consulted.

U. S. TEAMS TOUR

NEW YORK—(CP)—Britons will see American football [illegible] summer when two United States teams will tour Britain and the [illegible] playing exhibition games. First match of the tour will be at [illegible] Eire.

NATIONAL CONSERVATIVE ASSOCIATION
JOINT POLL MEETING
ELECTORS OF WARD FIVE

All National Conservative Electors in Ward Five are requested to attend a meeting in the McLure Building, 110 Kent Street

on FRIDAY, SEPT. 1 at 8.00 P. M.

for the purpose of appointing five delegates from each Poll in Ward Five to attend the Annual Meeting for Queen's County.

P.W. TURNER, President. G.A. MacDOUGALL, Sec'y.

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