

The Charlottetown Guardian

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SATURDAY, JULY 18, 1936.

After The Battle

Appropos of Monday night's unpopular performance in the Legislative Chamber a subscriber—one of many unwilling auditors—sends us the following rhymed epistle:

As we sat in Queen Square, in the balmy night air, We heard sounds with the calm scene contrasting: Sounds of fury and strife, as if murder was rife.— 'Twas the Liberals in caucus, broadcasting! The Leader was there, with his falsetto rare, And Big Jim with his booming bassoon; And LePage, in a rage, was roaring back-stage; And John Archie was all out of tune.

Stars paled in the skies; and the hideous outcry Subsided before the cock-crowing. Soon, soon, through the land, MacMillan's Pipe Band Will be playing, "The Campbells are GOING!"

Warning To Farmers

Warning that weather conditions indicate late blight will be general and severe this season is given in a circular issued for the benefit of Island farmers by Mr. R. R. HURST, pathologist in charge of the Dominion Laboratory of Plant Pathology, Charlottetown.

Farmers are urged by Mr. HURST to adopt the necessary precautions against this very destructive disease, thereby preventing losses due to destruction of tops by blight and potatoes by rot.

Bordeaux mixture, it is advised, will prevent blight if properly prepared and sprayed upon the plants, beginning when they are about eight inches high and continued thereafter at intervals of ten days to two weeks. In this Province the best results have followed five or six applications.

Detailed directions for preparing Bordeaux are attached to the circular. Growers desiring further information are asked to enquire from Mr. HURST.

Credit Where Due

As indicated in The Guardian a few days ago the chief federal unemployment projects this year will consist in upgrading the Charlottetown-Souris road and a section of the Western road between Summerside and Miscouche. We understand the federal appropriation for these projects will amount to \$50,000. Federal contributions to other new projects this year—construction of sea wall and roadway at Victoria Park, sea wall at Summerside, improvement to Government Pond, etc.—will be comparatively small. Where then does the \$287,950 of federal expenditure come in, to which reference was made by Premier CAMPBELL at the East Prince Liberal meeting? Largely through the renewal of the grants for completion of the Wilmot and Rustico trans-Canada highways. These projects, as our local contemporary admits, were secured by the Conservatives and it is to them, and not the Liberal government here or at Ottawa, that credit is due.

Let Us Have The Resolutions

The CAMPBELL Government organ has published only a skeleton report of the annual meeting of the West Prince Liberal Association which has been described by one who was present as the worst "dog fight" he had ever witnessed. Scathing criticism of the policies and actions of the CAMPBELL Government was voiced at this meeting, the loudest and bitterest fault-finder being a member of the Legislature and a supposed Government supporter.

It is high time that the Patriot implemented its promise of publishing these resolutions, as well as a verbatim report of the comments accompanying them. Only then will its readers be able to follow intelligently the report of the speech which the Premier made in reply.

Canada's First Railway

This year is the centenary of Canada's first railway. One hundred years ago, on July 21st, the first steam locomotive in Canada hauled the first train for the carriage of passengers and freight from Laprairie to St. John's, Que., a distance of sixteen miles. Today, in place of one locomotive there are 5,000 and 42,270 miles of main line track with 14,249 miles of secondary track, including industrial track, yards and sidings, connecting and serving Canada from coast to coast and reaching up to Hudson Bay in the north. In addition, there are 7,500 passenger cars, 200,000 freight cars of various descriptions; 120,000 persons are employed with an annual payroll of \$150,000,000. Annual purchases of Canadian products and materials are in excess of \$50,000,000. During the year 1935 Canadian railways carried 17,066,000 passengers and transported 2,360,000 carloads of revenue freight. Thus from small beginnings Canada's railways have grown to become a major integral part of Canadian economic development. The first railway to be operated by a steam locomotive in the Maritimes was that construct-

ed in Nova Scotia in connection with the Albin mines at Stellarton. The railway ran from the mines to the "Loading Ground" on Pictou Harbour, a distance of 16 miles and the locomotive was the "Samson," built in England in 1838 by TIMOTHY HACKWORTH. It was brought out to Nova Scotia in a sailing vessel and put into operation in 1839. This locomotive is still in existence being housed in the Canadian National Railways' station in Halifax. In 1855 construction was started on the Nova Scotia Railway from Halifax to Truro and Windsor which was completed in 1858, this being the first public railway in the province.

The first railway to be constructed in New Brunswick was the European and North American from Saint John to Shediac, a distance of 106 miles. It was opened for through traffic in 1860 with locomotives some of which were built in the city of Saint John.

Railway construction did not get under way on Prince Edward Island until 1871 and the line was opened for traffic in 1875. Development in railway equipment and facilities has kept pace with and in some cases has been in advance of Canada's development and growth in trade. Ever the search has been to move the growing volume of traffic with greater economy and speed. This has led to some outstanding developments in locomotive equipment. From the crude machines of earlier days is the latest giant of the rails "6400", the largest streamlined locomotive in the world, developed by Canadian National engineers and capable of attaining speeds of 100 miles an hour. A like advance has been made in rolling stock such as freight and passenger cars. Along with the increasing size and speed of locomotives and trains the factor of safety has always been kept paramount with the result that railways have achieved a remarkable record in freedom from accidents.

Elsewhere in today's Guardian appear articles featuring this great railway anniversary, in connection with which congratulatory messages have been received from many quarters, including the Prime Minister of Canada and the Minister of Transport.

Editorial Notes

The King, God bless and preserve him!

It seems appropriate enough that a militant opponent of capital punishment should put himself in line for the rope.

Two women paid the death penalty this week for killing their husbands—one in London, the other in New York.

There's many a slip between an aim and a hit, Mr. GEORGE ANDREW MACMAHON, alias GERRY BANNIGAN, of Tyrone, Ireland, now recalls.

Don't miss Church tomorrow with its opportunity of publicly thanking God for the preservation of the life of the King-Emperor and all that it implies.

The last of the "hello-girls" have left Toronto telephone exchanges. Dial phones have been placed in the last 3,528 homes, bringing complete dial service to the city's 194,000 subscribers.

The heat was so intense in Ontario—110° that a large Boy Scout Commissioners Training Course scheduled for July 11, 12 and 13 at Ebor Park, had to be abandoned. The tar roads were in such bad shape that the authorities thought it advisable to cancel the gathering.

In Russia they make doctors suffer for their mistakes—when found out. A medical assistant named VASILIEV was sentenced to Omsk, Siberia, to ten years in prison for an alleged blunder in administering anti-dysentery injections which caused the deaths of two children and made thirty-two others ill.

The Swiss Federal Council announced it considered the case against the Italian newspapermen for hissing and booing SELASSIE at the League of Nations had ended since the correspondents had left Switzerland. They are forbidden to return, however, until the League decides if they are to be readmitted to its sessions.

"We are going to endeavour," says Premier CAMPBELL, "to administer our unemployment relief projects that they will be of real benefit to those who are actually in need." But the Federal Minister of Labour is taking no chances, and has engaged Mr. J. B. MURLEY to keep a watchful eye on the CAMPBELL Government's employment activities.

The Guardian is indebted to the Royal Bank of Canada for a magnificent reproduction of a painting depicting the scene at Laprairie, Quebec, on July 21, 1836, when the first train of the Champlain and St. Lawrence Railway started out on its inaugural run to St. John's, Que. The picture, marking the centenary of the opening of Canada's first railway, was executed by Mr. A. SHERRIFF SCOTT for the Royal Bank of Canada 1936 calendar. The reprint retains the artistic qualities of the original, and is accompanied by an interesting brochure on the subject.

Production of creamery butter in Canada during June amounted to 38,938,875 lbs. compared with 36,746,605 in the same month last year, an increase of six per cent. The Maritime Provinces showed a remarkable increase, rising from 1,287,713 lbs. to 1,884,475. Saskatchewan, Alberta, Quebec and Ontario also showed increases, while Manitoba's production was practically on a par with last year at 3,650,000. British Columbia showed a decrease of 13 per cent, falling from 753,639 in June 1935 to 654,143 lbs., continuing the lowered production which has been reported during the last few months.

Notes by the Way

Last Friday evening in any U.S. city: "Well, Mary, the shop's locked up 'til Monday morning. Let's get out of town. How about going down to see the old folks? Okay?" So Mary and John and the kids piled into the car early Saturday morning and went off to celebrate the Fourth of July week-end. Hundreds of thousands of other American folk did the same thing. But—230 of them were brought back home—dead. That was the motor death toll for the "glorious" week-end. "Hey, Bill, how about going down to the beach for the week-end? The whole gang's for it." So off they went to splash in lakes and rivers and enjoy themselves in healthful laziness. Many thousands did likewise. But—69 of them were carried home—dead. — Stratford Beacon Herald.

Leon Degrelle, leader of the Belgian youth movement, which is gaining much ground in the politics of Belgium, says that when his party attains power he will pay members of parliament, not any fixed amount, but according to "services rendered." If this idea is carried out strictly to the letter, on a credit and debit bases, the Belgian government, or any government for that matter, ought to realize quite a nice little revenue out of it.

De Mortuis Nil will be hanged. Old hands in the gallery say that the first session of the eighteenth Parliament of Canada, now dead, was deadlier while it lived than last year's Senate Hansard. They say that no rector alive, not even Fred Cook, who remembers Sir Mackenzie Bowell, can remember speeches as dull. They say that the debates were no debates, and they are right. They were more debates than a telephone directory is a book. They were cold plates of ready cooked opinions wherewithal bologna and headcheese supplied from rival political packing houses were laid out in 40-minute slabs by industrious apprentice butchers of the King's English. They were the re-creations of set speeches recited, in the greatest of Bourne and the Rules of Debate, direct from the typescript. They were partisan penny readings supported each in its own void by its own gaseous content. They were hangovers of a hard season's campaigning, flat echoes of election sounds and fury signifying nothing, ragbags of fusty old-hand phrases and rayon principles. In short, and on the whole they were awful and there were 3,742,000 words of them—all printed. It was Henry Labouchere who objected long ago to wasteful printing of parliamentary debates. "I think," he said, "that future generations will care uncommonly little about what we are saying at the present time and I think that even if they do we ought not to minister to their folly."

One of the earliest birds to shoot at close range is the woodpecker. He is usually so absorbed in chiselling his way to that destructive grub in the tree that he pays all too little attention to what is going on around him. The woodpecker's bright plumage often costs him his life. His scarlet-capped cap, his red stripes and the white streaks on his wings make him readily visible to the boy with a slingshot, to the man with a gun. The woodpecker is saving trees from destruction, but ungrateful mankind is threatening this bird species with extinction. Those who must shoot birds, should shoot them with cameras.—Kitchener Record.

After a heated argument, Mrs. Brown had succeeded in persuading her husband to allow their daughter to go to boarding school. After a few weeks the girl wrote home and said, "I'm awfully keen on ping-pong." "What did I say?" exclaimed Mr. Brown. "I knew it would come to no good now you see she's fallen in love with a Chinaman!"

An Englishman visited an American friend who employed a large staff of Negroes. The visitor attended their Sunday service, after which the Negro pastor asked him how he liked the sermon. "Oh I liked it very well," replied the visitor, "but I think you should preach to your people on the wickedness of theft—stealing fowls and eggs." The pastor's face clouded and he replied, "Well, sah, I had tried dat way or peaching, but somehow, it always seemed to throw a kind of coolness over de meeting!"

A former Governor-General of Canada, Lord Willington, keeps an unforgettable memory of the years which he passed in our country. In a speech which he has just made in London, the former representative of the King in our country declared that the five years during which he dwelt among us count among the best of his life, and that he will not forget the courage which the Canadian people have not ceased to display since the commencement of the economic crisis. Lord Willington goes farther. He is not afraid to propose to the people of England the example of energy and labour which in effect the Canadian people have given to the world in the course of the last six or seven trying years. "The example which Canada has given has convinced me that it is possible to assure international friendship and co-operation," he said. "The excellent relations which exist at the present time between Canada and the United States, two great countries which are separated only by an imaginary frontier, justify the good words of Lord Willington and demonstrate that what is possible on the North American continent is not less realizable on the old Continent."

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.

AS IN 1914

Sir—Developments in the international field have prompted me to make some remarks which may be pertinent at this time. For this reason I beg space in your columns. "Europe is retracing the path of 1914," David Lloyd George declared a few days ago. Just how this is being done he has explained: "We are following the same steps which led in 1914 to the fires of Gehenna; the same steps, one by one, including military conversations, pacts and requisitioning in armament." This is one step of vital importance which he has omitted—the kindling of the war-spirit. It is the motive which makes men put on a soldier's suit and reach for a gun. The other steps are only preparatory to impassioned war-propaganda, flag-waving and band-playing which are to slay their brothers of another country.

Seneca one time said that we punish a man for killing another, but the murder of a whole people is considered a glorious deed. That is a true statement of our inconsistency. Men know that war is stupid, wasteful and evil—social; yet they indulge in it. Men know or should know that war is hell; yet they persist in going that way. This is plain, blunt language, Sir, but it is what most of us need. Too long we have been in the doldrums so that, in a time of crisis, we are swept off our feet by demagogues. Reason has not been our standard; rather, emotionalism with its appeal to prejudice and hate. Let us take thought and resolve that the mistake of 1914 may never be repeated.

At this week's time Canada's part in the Great War will be commemorated by the unveiling of a huge memorial at Vimy Ridge. What should that mean to us? With all respect to those who sacrificed themselves in that conflict, I assert that it is a monument to the defeat of the Canadian people. Reason has not been our standard; rather, emotionalism with its appeal to prejudice and hate. Let us take thought and resolve that the mistake of 1914 may never be repeated.

I am, Sir, etc. H. K. W.

THE ISLAND PARK. WHERE SHOULD IT BE?

Sir—The responsibility of answering the above question rests, of course, entirely with the Government of the Province, who will no doubt be assisted by representatives of the Federal Park Commission, for upon the latter presumably will devolve the duty of laying out the future scheme of development. Because of the above fact, naturally, hesitates to express an opinion. As, however, there has already been a plenitude of advice gratis, perhaps the Premier and his fellow ministers of the Cabinet will not take offence if the matter is once more considered upon its merits.

Here let me say that the decision in this vital importance to the future progress of the Island, for, once a selection shall have been made, it cannot be altered. The best and only the best location should be, and no doubt is, the aim and desire of the Government. Such trivial matters as party political considerations or the rivalry that may exist between those living in the several districts will no doubt receive short shrift from the Provincial Cabinet.

In my previous letter I tried to emphasize the fact that the Island's National Park is being opened up for the indirect rather than the direct benefit of the residents of this Province. Occasionally, no doubt, we residents will satisfy our curiosity by paying the enclosure a visit, chiefly on Sunday afternoons or when entertaining guests from the mainland. The real benefit that will come to us, however, will be from the circulation of the money expended by our touring friends, whose number we hope and expect will be largely augmented by a desire to see and make use of the much to be heralded Prince Edward Island National Park.

If in the above my reasoning is logical then there are only two questions to be answered, viz: 1. Will the location selected for the Park depict in the highest degree the outstanding features of the Island, particularly in these respects in which we claim to surpass other summer vacation grounds of the Continent? 2. When the Park has been improved, developed and embellished by the Federal authorities will it be so attractive to our friends who will visit us during the summer months of future years that they will not only speak of it to their friends at home in terms of high praise but will themselves return to it from year to year in search of their own "best vacation?"

Now, I have no axe to grind in this matter. I am allied with neither political party and I have no personal interests in any particular part of the Island. Since coming to Prince Edward Island, however, I have tried to study closely the possibilities of the future tourism of the Island, which I regard as one of our chief commercial assets, and I have found that, nearly forty years ago, a man of large means, of refinement and of keen discernment studied this whole question from a particularly practical point of view and, after visiting

many different points in the Province, have myself unable to disagree with his better judgment in any particular.

I refer to John D. Rockefeller's co-director in the Standard Oil Co., Mr. Alexander MacDonald, a man whose business duties had led him into almost every country in the world and, coming here by chance for a short holiday, he was so strongly impressed with the Island's summer advantages that, although he lived in Cincinnati at that time four days' journey away, he decided to build himself a house in the Province to which with his family and friends he could each year repair and enjoy the health, comfort and recreation that his many times said could not be duplicated elsewhere in the world.

Alexander MacDonald was not the man to act in haste and, after a prolonged, careful and thorough search of the whole Island, he selected a spot on the Tracadie Beach, buying several adjacent farms and linking them together, and this place he called "Dalvay by the Sea" the name Dalvay being that of his house in Ohio.

And now, Mr. Editor, I shall have once again to ask you to let me finish my story on another day, in which I may recount, at least some of the many attractive features of that ideal spot on the North Shore, which with other properties in the district will I trust be adopted as the location of our Island's National Park.

I am, Sir, etc. H. K. S. HEMMING

NOW IS THE TIME

Sir—There has not been a time in history when money could be as safely and as profitably invested as it can be today, and if it is invested with ordinary judgment, profits are sure to follow. There is only a small per cent of the people who will make these investments and thereby make these profits, and that is because the average person wishes to go along with the crowd, and today as yesterday the crowd does not believe in anything, not even themselves. Only a short time ago we were all trying to "get rich quick" on the stock market, all buying stocks on rushing blindly pell-mell in one direction, did not know what we were doing or where we were going, just going along with the crowd. Many lost their lifetime savings, others lost their little savings that they had laid by through many years of hard toil. We did not even pretend to know what we were investing in, just following along with the mob. The results were that we ran squarely into disaster, values disappeared overnight, air castles faded away and the bubble of "getting rich quick" exploded like a soap bubble.

All this has driven real values well below what would actually cost to reproduce them. I believe that we have now reached the bottom, and this is the time that the opportunity presents itself to lay the foundation for an everlasting future.

Today is the time for the cautious man, not afraid to go into debt. The dollar will buy more today whether it is cash or whether you go in debt for it—it doesn't make any difference. If you make any judgment, buy anything that you can carry for a few years; but remember do not buy anything that you do not know all about. Do not buy any stocks and bonds because some friend of yours gives you a tip. There is not any question but there are plenty of stocks and bonds that you can buy; that will be perfectly safe, but have them thoroughly investigated by some selfish interest in selling them to you who knows and who has no you.

You who live on Prince Edward Island had a good deal better buy a piece of real estate—whether city real estate or farm land. There has never been a time when you could buy as cheaply as you can today. You can buy plenty of land for a third less than it sold a few years ago. You can buy a home in Charlottetown, in Summerside, or in any of the good towns in the province of Prince Edward Island at real bargain prices, and for much less money than it would actually cost to reproduce them.

The old pendulum that always goes up and down, seems now to be starting to swing in and upward direction, and it is to be remembered that the millions of people are going to continue to live, they are going to have three meals and they are going to wear good clothes. They are going to have radios and telephones in their homes, and they are going to ride in automobiles and airplanes.

The farms are going to produce the food, and it is going to be at a profit based on the low values at which you can buy farms today.

These are the times in which the man with good judgment is buying, because he recognizes opportunity when it presents itself. So this is the time to study your lesson on the business charts. You will find that values go up and down as regularly as the waves in the ocean. If you get abroad when the waves are high, you will be carried down with them in spite of all your best efforts. On the other hand, if you get aboard when they are down, regardless of your individual efforts, you will be carried up by the wave of prosperity that always follows the wave of depression. It takes a lot of nerve to step aboard when things are low and away down, because the crowd, the mob, is always in the other direction. You must have faith in yourself, faith in judgment, faith in your own country, your province, and your country, if you are going to get anywhere in the world; otherwise, it will pass on and you will be left standing at the cross road.

I am, Sir, etc. DONALD W. STEWART, Bucksport, Maine.

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For Vitality always use BRAHMIN ORANGE PEKOE TEA

The Poet's Corner OLD CROW The bird in the corn is a marvelous crow. He was laid and was born in the season of snow; And he chants his old catches Like a ghost under shades.

That Body of Yours THE HEIGHT AND WEIGHT OF YOUR CHILD Parents are naturally concerned when they observe by the age, height and weight tables that their boy or girl is underweight or under height for their age. Now these tables have been made from thousands of examinations but there are two important factors that these tables cannot take into consideration. The first factor is whether the youngster is of the slender type with short body and long legs, or of the broad type with long body with short or medium length legs. The second factor which is most important around the early teens is how near or how far away is puberty (the age when a boy becomes a man and the girl becomes a woman).

Mr. Ford's Mistake (Sault Ste.) When Henry Ford disembarked at the New Ontario dock in 1910—26 years ago—he sighted Charlie Sullivan's 1909 Ford car with the then rubber license plate attached and so went over and had a chat with him. Mr. Ford said,—remember it was 1910,—that he figured the saturation point for making cars would be reached in 1914, and so he was on his way to Winnipeg to look into the matter of establishing a plant for making agricultural implements as everybody would be owning a car by that time and no more could be sold.

STOLE MILK FOR WIFE LONDON—Joseph Hill, 20, was sentenced to 14 days in jail when he was charged with stealing a bottle of milk. He said it was for his wife, who was expecting a baby.

DORCHESTER, England (CP) — Five policemen were summoned from their beats to revive a man who had collapsed. They massaged the man's heart for five hours, but he died.

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