

THE CHARLOTTETOWN GUARDIAN

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

TUESDAY, AUGUST 8TH, 1939

Labrador Fortifications

According to an Ottawa despatch the Dominion of Canada has announced plans to establish a chain of Royal Canadian Air Force bases along the whole of Labrador coast. This, it states, is being carried out with the permission and co-operation of the Newfoundland Administration. On the Atlantic Coast, progress has been held up hitherto by lack of co-ordination between the Newfoundland and the Canadian authorities. This has now been corrected, and permission to include the Labrador Coast in the Dominion's air defence plans has removed a source of friction. "This dispute," comments the St. John's (Newfoundland) Evening Telegram, "has been kept very quiet. Nothing has been heard about it here. In fact the only intimation of any plan of defence on the Labrador Coast has been the despatch of R. C. A. F. planes to carry out a survey." The Ottawa programme, the message states, includes the establishment of air bases all along the Atlantic Coast from the Gulf of St. Lawrence to Hudson Bay. These will be equipped with anti-aircraft batteries, and planes capable of fighting off enemy raiders, as well as with wireless and refuelling stations. The actual work of establishing, manning and equipping these stations will be in the hands of the British military authorities, the Dominion task being confined merely to the selecting of the sites. The latter arrangement apparently avoids any issue that might have arisen out of one Dominion taking over control of fortifications in another, a procedure concerning which Newfoundland might reasonably expect to have something to say.

"Passing The Buck"

In connection with the national conference on unemployment called by the Canadian Federation of Mayors, Minister of National Revenue Ilsley has promised to "furnish all statistics required on the whole matter" a fact which leads the Ottawa Journal to comment: "That, we suppose, is the right spirit, but we can't help wondering what the mayors can do about those statistics that the Government hasn't been able to do. "There has never been any dearth of statistics," the Journal continues. "Prime Minister King's National Employment Commission spent two years collecting statistics, digesting and reporting upon them. The trouble was, and is, that with all the statistics before it, plus recommendations based upon them, the Government did nothing. The recommendations, or the recommendations that mattered, are still in a Government pigeon-hole. The Journal cannot see that a conference of mayors, looking over these statistics, can tell the Government anything about them that the National Employment Commission didn't tell. Nor can it imagine that the Government would be more likely to take the advice of the mayors than that of the Commission. Indeed, now that Parliament is not in session, there isn't much that the Government could do about anything the mayors might tell it. The mayors of themselves, of course, can do very little. All that the conference can hope to do, in our Ottawa contemporary's opinion, will be to draw the attention of the country once more to the fact that the Government has failed with unemployment. That, at this time, may be useful. Similarly the Toronto Globe and Mail confesses to be skeptical of the outcome. Meetings innumerable, it recalls, have been held in the past half dozen years to discuss theories, determine responsibility and adopt resolutions. Practically everything useful along these lines has been said. It has been decided that the problem is urgent, national in scope, and if the proper authorities would take hold of it in the right way it could be solved.

"Try Some Of This"

Under the above heading the Winnipeg Free Press says: Canadians will appreciate the item in a London despatch: "The Hon. John Patrick Bowes-Lyon, of Glamis Castle, Scotland, nephew of Queen Elizabeth, today was fined £2 for exceeding the speed limit at Croydon." It would be merely repeating a cliché to emphasize that rank, wealth or position do not count in a London police court. But one can visualize the Hon. John giving his name without a squawk to the Bobby. Any suggestion that he might fix it by using a little palace pull would no doubt have horrified him even more than the policeman. Gentlemen in England just don't do that kind of thing; a brand of English gentility that any country could well afford to import free of duty.

Our Neglected Minds

According to experts we do not, at the best of times, use 50 per cent of our brain power. It is true that brains are needed to design and construct a new machine, but when once in use, slight of hand and eye are all that are required to run it. Cars are produced in batches with standardized parts, and the best drivers manipulate them on the roads almost automatically. Food is tinned in tons, and modern housewife gadgets save the busy housewife mental effort. Large classes feel that their wishes are being overridden,

of children turn out orthodox lessons in easy stages. Books are ground out in a constant spate, and judging by their contents the majority are "easy come and easy go."

As a matter of fact, says a writer in "Great Thoughts", we don't need to read. We sit still in a darkened cinema and stare at the screen; and comedy, drama, travel and slapstick will supply all experiences. We don't even need to learn to be musicians. Sitting in an easy chair with a cigarette our radio will churn music out as if on an endless band.

In the case of women who are mere imitators, hats, shoes, and frocks are similar. Hair, nails, and complexions are alike, and individuality has gone out of existence. In fact, it may be safely asserted that the great majority seldom call upon a quarter of their latent mental energies. What tragic end will be ours?

Yet the Psalmist wrote: "Thou hast made man a little lower than the angels, and madest him to have dominion over all."

EDITORIAL NOTES

George Canning, one of the most brilliant and witty orators of his time, died this date, 1827.

The Railway Wharf project is a complete wash out. And the Wood Islands Ferry is dependent upon the tender mercies of Nova Scotia G.P. politicians.

Many more autos wanted to cross on the late Car Ferry Sunday from Tormentine than could be accommodated—and there was much disappointment.

Here is what Mr. Keynes, the well-known economist says in the course of a letter to The Times, and note should be made of it here as elsewhere: "The key to sound public finance in the present emergency is a rigid refusal to fund short-term debt at high interest-rates and a stern stiffening of taxation when we have reached the full employment of our productive forces."

We are glad to learn that women are tired of being pixies, zanies, gypsies, Andalusians and whatnots and would like to be supplied with "wearable" hats for fall, according to Mr. Alan A. Wells, manager of the sales promotion division of the National Retail Dry Goods Association in New York. Addressing the Milinery Merchandising Executives' Association, he asserted early spring sales of last year showed the new milinery now in vogue to be unacceptable to many women. "I cling to the conclusion," he said, "that most women will not deliberately make fools of themselves."

Ex-Kings find it is not so easy to get along out of office as when in. Ex-King Alfonso of Spain discovers he lacks the backing of the Pope for his restoration while a "gentleman's agreement" between police and boat owners was found necessary to guarantee the privacy of the bathing beach at the Duke and Duchess of Windsor's villa at Cannes, France. The Duke complained recently that boat owners were bringing parties of sightseers to the beach where they came to glimpse the Duke and Duchess from the water's edge. Some were said to have carried binoculars in order to obtain a better view. The police explained they could not ban boat owners from taking their boats near the Duke's Chateau de la Croe, but announced they had obtained promises from those who ran the excursions to drop their lucrative trade and take sightseers elsewhere.

Top-heavy majorities inevitably are bad for governments, writes Grant Dexter in the London Spectator, and the Mackenzie King Government is no exception to this rule. Prosperity in Canada depends largely upon export markets and reasonably high price-levels for such commodities as wheat, livestock, newsprint, lumber and fish, and inevitably Canada, although far removed from the centre of political unrest and danger, has been economically in the front-line trenches. Until autarchy is a thing of the past and nations cease to strive to be self-sufficient, it is difficult indeed to see how Canada can be prosperous. Unfortunately for the Government, however, the electors are not inclined to forgive hard times and tighten their belts because other people prefer guns to butter, and it is undoubtedly true that Mr. King and his party, despite their present strength in Parliament face a difficult uphill fight in their campaign for re-election. With approximately 900,000 persons on relief (out of a total population of 11,100,000), with industry operating far below capacity, with unsold surpluses of exportable commodities piling up, and with the budget unbalanced—the Government cannot expect an easy path to victory.

The departure of the British and French military experts for Moscow and the return of the Foreign office special ambassador to London, indicates that terms have been arrived at between Britain and France on the one hand, and Russia on the other. The two outstanding obstacles were till recently understood to be Russia's desire for military (and naval and air) Staff talks, and an undertaking against "indirect" aggression through the Baltic States. The former has been conceded, and General Sir Edmund Ironside for Britain and General Dommenc for France, with naval and air officers of high rank, will soon be in Moscow. That guarantee of Anglo-French good faith may induce M. Molotov to become a little less exacting in the matter of the Baltic States. Russia's anxieties in those quarters are intelligible, but it is very difficult for Britain to go so far as to agree that the creation of a totalitarian Government in Latvia or Estonia would be a development justifying external intervention. The British Government cannot make it its business to dictate what form of constitution any independent State shall have. But if all the parties concerned want a settlement it is certainly not beyond the resources of diplomacy to devise a formula which shall assure Russia of British sincerity without causing the Baltic States, which strongly object to being guaranteed, and without swaying the russ

NOTES BY THE WAY

Had the number of infants under one year of age who died last year been proportionate to the number who died in Canada, 10 years ago there would have been 6,546 more deaths than there were. Government figures just issued report a total of infant deaths in 1938 of 14,431, a rate of 63 per thousand live births. Had the 1939 ratio obtained the number would have been 20,976. The new low that has been attained in Canada is said to be due to various factors—advances in the medical sciences, improvements in public health, greater attention to preventive measures and a wider spread of health education. British Columbia had the lowest infant mortality, only 44.5 per thousand live births. Ontario's rate was 50, the Prairie Provinces 52, Maritime Provinces 67, and Quebec 83. Health League of Canada.

On a recent trip to Bermuda. I was interested to observe that the children in this ancient British colony chanted the jingle so familiar to most of us.

Rich man, poor man, beggarman, thief, Doctor, lawyer, merchant, chief, I had not had never heard before as follows:

Tinker, tailor, soldier, sailor, Rich man, poor man, beggarman, thief, Doctor, lawyer, merchant, chief.

This is evidently an earlier version than we Americans are used to and I have no doubt this jingle itself is of rather ancient origin. In the condition it is in at present, it is a train, and loses its alliteration. It seems to require an intervening line, which probably has been dropped out, as the "tinker-tailor" line has been omitted from our own version.—New York Sun.

It is too good to be new, and yet I hadn't heard it until yesterday. I take the chance of passing it along. It is the story about the army aviator who had long cherished an ambition to own an estate down in Southern Maryland and who when he got an assignment to Washington, resolved that the time had come. So he and his wife took a day off and scoured the banks of the Patuxent and all St. Mary's County without seeing what they wanted. Then the captain-general bethought him that he was wasting his time and he set out to look for a place slowly and laboriously from an automobile, when he was an aviator. So they went back and put up with the house he had bought. All that immediately returned in triumph, having sighted exactly what they wanted a charming house beautifully located, and so on, and so on, and finally, the man who owned it, but he had marked it on the map, so he was sure they could find it in the car. They did, but he gave up the idea of trying to buy it. It was Mount Vernon.—Baltimore Sun.

As a result of an order issued a few days ago by president, Count Helfdort, the push-carts or barrows in that city are being put into "uniform" to make the streets more attractive. As the Association of Street Vendors has the idea of giving the barrows used for various purposes distinctive colors the official order is not pleasant to the vendors. Fruit and vegetable barrows are henceforth to be painted light blue and yellow, movable tobacco kiosks are to be Java brown, book barrows are to be painted green, and only a few weeks ago that an order was issued for the re-painting of Berlin's taxis, which have been painted green and white band. Now they are to be painted black, which will be relieved by a black and white band. This latter change, according to Berliners themselves, is not much intended to make the streets attractive as to give the taxi-cabs the appearance of private cabs. But taxi-owners are not pleased, for they must pay for the repainting, which amounts to between £8 and £10 for a cab.—Manchester Guardian.

The growing practice of "privilege buying" is taking \$1,500,000,000 in retail sales away from legitimate dealer channels, it was disclosed last week at the convention of the National Hardware Association. Increased efforts to eliminate this type of buying were outlined, including attempts to persuade employers to seek special buying privileges, not only harming the public at large, but is also striking at the heart of national economy. Corporation buying power is the chief enemy of the small retailer. "Special privilege buying" was described as an important part in the decentralization of American cities and the ultimate weakening of the entire retail structure. The radio-appliance industry has suffered considerably from "special privilege" buying since the "I can get it for less" slogan has been used as a national wide within the industry from its inception. This evil must be eliminated if manufacturers and distributors, as well as retailers, are to prosper, since the success of the producer and wholesaler depends largely on the profitable operations of the dealer. Trade groups within the industry should give their wholehearted support to this movement.—Radio Weekly.

The note given by the United States Government that it intends to annul a long-standing treaty with Japan is the most important diplomatic move made by the United States since the China incident. It is a move announced with startling suddenness. Yet it has every indication of being timed for a critical moment, when it can carry the greatest possible weight as a firm in the most unmistakable manner the traditional policy of the United States in Eastern Asia. The immediate occasion for the move taken by the State Department is the consideration by the Senate Committee on Foreign Relations of a resolution introduced by Mr. Pittman proposing to place an embargo on the shipment of American war supplies to Japan. This resolution raises the question whether such an embargo should be in conflict with the terms of a treaty of 1911 with Japan, by which both nations agreed to impose no prohibition on exports which was not made applicable to the case of other countries. Senator Vandenberg thereupon introduced a second resolution, declaring it to be the opinion of the Senate that our Government should give Japan the six months' notice required by the treaty for its termination. With this evidence of bipartisan support, and without awaiting the usual

PUBLIC FORUM

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

BORDEN-CHTOWN HIGHWAY

Sir,—Kindly allow me space in your valued paper to bring to attention a matter of vital interest to the general public of Prince Edward Island. The electorate have recently spoken, and now that it is over, let us cast aside party and political difference and unite as one people to procure the greatest good for the greatest number.

We of the South Shore Districts are keenly anticipating the construction of a permanent hard-surfaced road between Charlottetown and Borden, by way of what is familiarly termed the Bonshaw route. Many rumours, whether authentic or not, has hinted that Victoria is to be sidetracked in the proposed route, and the highway constructed from Hampton to Wood & Co Store at Tryon.

Now, Sir, however preposterous, this may be true and any writer should be careful to show that should Victoria be omitted from participation in this linkup, a grave injustice would be committed. This is the people of this important village, but to the residents of all contiguous territories who use this centre for many of their business dealings. This road, if to be advantageous, should leave Hampton Village, turn to Victoria on the South Shore and thence to Crapaud, thus connecting these three villages, so closely situated and having so many things in common. This road is very little longer, possibly one half mile than by going straight to Crapaud.

Owing to the absence of rail facilities Victoria, due to its location on the waterfront, has been a thriving and busy port for many years. In fact it is the only port between Charlottetown and Borden and the farmers from Canoe Cove, Argyle Shore, DeSable, Hampton, Crapaud, Tryon and Westmoreland have used most exclusively as a shipping point for the products of the soil.

The following authentic figures give some idea of the business in shipping done here. From Oct. 1, 1937 to Mar. 31, 1938 58,800 bushels of potatoes were shipped. This means about 76 carloads, in fact 17 vessels of various tonnage in this a part of the year. These figures represent a given period but each year a great business in shipping is transacted. Much draying by the people and a great use of the roads leading into Victoria from Hampton and Crapaud, which the farmers could have appreciated a hard surfaced road, particularly as most of this draying was done when road conditions are at the worst.

Needless to mention also the importance of Victoria as a fishing centre, for here is found the finest engagement in wrestling the livelihood of the sea. This means added business to the place.

Again Victoria has always been a resort having bathing, boating and fishing advantages second to none in the Province. The harbor beach are large and magnificent. There are large and commodious hotels catering to tourists and others. Many people from our own Province also spend their summers here.

The only banking facilities between Charlottetown and Borden are found in the village, which is conclusively to its importance as a business centre.

Possibly not so important, but of some significance is the fact that the only rink in miles is located here and during the winter months it is utilized by all. The interest in this line is evidenced by the fact that our hockey team which has repeatedly succeeded in winning championships, has usually been in recreation as well as in labor.

From the tourist standpoint it may be noted that the route proposed by Victoria affords a drive that is unparalleled for

of a vote either, in the committee or the Senate, the State Department has of its own accord given the Japanese formal notice which will automatically end the treaty in the early days of 1940 and open the way to a unilateral embargo, affecting Japan only, provided Congress authorizes such an action either in the present session or when it reconvenes.—New York Times.

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That Body of Hours

By James W. Burton, M.D.

HOLDING THE BREATH AS A HEART TEST

One of the tests to find condition of the heart in recruits for the air service is holding the breath. A healthy young man can usually hold his breath for forty-five seconds and many 60 or more seconds. If the examiner is not careful, the result, unknown to himself, may be allowing small amounts of air to come out by way of his nose although the mouth is kept tightly closed. By closing the nostrils with the fingers, no air can come out and the correct measurement is thus made.

Another test is to have the recruit breathe in and out in a natural manner and after his breath is out he is told to hold his breath and not breathe in. A normal healthy adult can keep from breathing in for as long as 25 to 30 seconds.

Now this is very simple and anybody can make this test on himself by the aid of a watch. The one drawback in his test is that it should be taken under "normal" circumstances, that is, it should not be following a large meal nor after any hard exercise. If a large meal is in the stomach there is not room for the lungs to open up completely at the bottom. Thus some athletes (wrestlers) eat nothing after 2 P.M. with their bout at 4 P.M. If hard exercise has been taken, there is a lack or deficiency of oxygen in the blood (the system has gone into debt for oxygen for minutes or hours) and so oxygen will be needed in a shorter time than if the blood contained its usual amount of oxygen. The individual just has to breathe sooner under these circumstances.

Of course, practice enables one to hold the breath for longer periods. Some swimmers are able to hold their breath under water for minutes at a time.

The thought then is that if you are young and healthy and try these simple tests when you are rested and have not recently eaten, you should be able to hold your breath 40 to 45 seconds after a "deep" breath inwards, and 20 to 25 seconds after an ordinary breath outwards.

When one has been without food for many hours, an acid condition arises which lessens the oxygen in the blood and breathing must be done more often. Also when infection is present in the tonsils, the breath cannot be held so long.

splendor. It is a delight to the senses to drive along this beach, whether basking in sunshine or basking in the resplendent glow of moonlight.

Naturally we of Victoria are anxious to have our village in the linkup, but it is not selfishness that motivates us. But as we do that every progressive thinking man and woman in this region is in favor of the construction of this highway and we hereby propose, and so we humbly petition to have our claims considered.

Should this proposed route have meant an added burden to the finances of the Province, we in all fairness would hesitate to even suggest this as an alternative route; but as the difference in cost of construction of the two roads is infinitesimal we feel no injustice would be done to the Province, and its people and all must pay for all improvements. Therefore on behalf of all interested and with due respect, may I finally suggest that the matter be given the most serious consideration, and then I believe that Victoria will be, in all fairness, and to our mutual advantage, deemed of such importance as to be included in this plan of permanent road construction.

I am, Sir, etc. HOWARD B. WOOD, Victoria, P. E. I.

LEGION RESOLUTION ON THE LIQUOR QUESTION

Sir,—Others than extremists, and bootleggers (with their sympathizers and backers) will be pleased to know that at the recent Summerside Convention of the Prince Edward Island Command of the Canadian Legion the following resolution was passed:—"Whereas the Council of the Provincial Command of this Organization previous to the last two Provincial Elections appealed to leaders of both political parties to use their efforts to prevent the liquor question being made a plank in their political platforms, and this request was complied with. Therefore resolved, that since this important matter has been lifted out of party politics, this convention of the Prince Edward Island Command of the Canadian Legion B. E. S. L. assembled at Summerside, does with all sincerity

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could not have failed to form some idea of Prohibition's passive promptness to perjury. It is not a matter of faulting Government officials or the Government itself. It is surely the law that is wrong. We have as good a populace here on P. E. I. as there is anywhere else; then why such a farcical exhibition as Prohibition allows us? I think the Legion deserves our approval for its taking such a non-partisan attitude in framing the resolution which I believe will be considered as pointing the way to a saner and healthier liquor regulation on Prince Edward Island. I am, Sir, etc. "JE CROIS QUE OUI"

The Poet's Corner FROM "IF THIS WERE FAITH" To go on forever and fall and go on again, And be mauled to the earth and contend for the shade of a worm and a thing not seen with the eye; With the half of a broken hope for a pillow at night. That somehow the right is the right And the smooth shall bloom from the rough; Lord, if that were enough? —R. L. STEVENSON.

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