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

FRIDAY, MARCH 21, 1941.

The Seaways Project

With substantial government majorities at Ottawa and Washington, it may be taken as a foregone conclusion that the St. Lawrence waterways agreement will be ratified by both the contracting parties, Canada and the United States The Dominion Parliament will not be asked to do so until it has passed the U. S. Congress, which Premier Mackenzie King anticipates will be during the term of our present parliamentary session. The project is a stupendous one, involving a deep waterway from Montreal to the head of the Great Lakes, and power development on both sides of the international boundary line. The work will require four years to complete, at a total estimated cost of $500,000.000 which includes, however, expenditures already made by both countries. Details of the agreement will be discussed by Mr. King in the House of Commons today.

This is a project which President Roosevelt has had in mind for a long while. He urges it now on the ground that it is essential to the huge defense plans which the United States has embarked upon, and to effective co-operation with the British Commonwealth. A correspondent in the New York Times points out that by establishing naval bases in Newfoundland the United States is already committed to defense of British North America, and claims that this "cannot be done effectively by maintaining a bottleneck in one of our greatest rivers, blocking the way to the greatest inland lake system in the world."

Completion of the project would likely benefit Ontario ports at the expense of Montreal and Quebec. In winter, of course, when the St. Lawrence is frozen, traffic would continue to come to Maritime ports.

The only justification for Canada's participation in the project at this time, whatever its future results might be, is the bearing it has on our war effort and that of our American neighbors. This is the point which Mr. King is expected to deal with in his statement today.

Contribution By Dominions

In its current Bulletin of International News, the Royal Institute of International Affairs, Chatham House, London, offers this striking comparison of the ratio of war expenditures to national income:

Ratio of War Expenditure (excluding borrowing from abroad) to National Income (per cent)

	1938-9	1939-40	1940-41
Australia	2.4	7.0	16
New Zealand	1.0	3.7	15
Canada	0.9	3.0	22½
South Africa	1.0	1.1	16
Total Dominions	1.4	4.2	18
United Kingdom	7.2	22.0	50

The conclusion reached by the editors is equally striking:

"The Dominions' total war effort is already impressive. In the current financial year, their total war expenditure exclusive of borrowing from Great Britain will amount to £410 to £420 million (sterling), which is more than the armament expenditure of the United Kingdom in 1938-39, and some 12 per cent. of current United Kingdom war expenditure. In the near future it may bring the Empire's war-material production a decided superiority, which will require only the rapidly increasing flow of United States assistance to make overwhelming."

Initiative Needed

Throughout those districts of Nova Scotia where a fine tradition of shipbuilding exists, says the Halifax Chronicle, there is a surging demand for more of such activity as part of the war effort. It calls attention to a recent news item, telling of the arrival in a Halifax freight yard—"a freight yard!"—of a hospital boat built for the Royal Canadian Air Force. The craft arrived by rail from Trenton, Ont. It is the first of a group to be built in Ontario for the same purpose.

"The boat," says the Chronicle, "will feel salt water under her at Halifax when she is tested for seaworthiness and her engines are given a run. To Nova Scotians there is something indescribably vexing about such news. The idea of bringing seagoing craft from Ontario by flat-car seems fantastic. Small wonder that there is a surging demand for more boatbuilding and shipbuilding in this Province. There may conceivably be certain types of craft which can be built more advantageously by specialized plants. But Nova Scotian builders know of many useful sorts of craft they could well build in our own yards. And such vessels slide down the ways into salt water. There is no railhaul. Capital assistance, such as other industries enjoy, would help to set in motion a great program of useful building . . . A sane choice of domestic materials, too, would do much to put the task of providing ships and boats on a practical basis."

Hon. Mr. Howe has since stated in the House of Commons that the Government will "move heaven and earth" to provide all possible facilities for boatbuilding and repairing in the Atlantic Provinces this year. That assurance should hold out some promise of activity in Prince Edward Island as well as Nova Scotia and New Brunswick. But we shall never get anywhere by sitting back waiting for government contracts. If we haven't got the initiative to go after the work and the money necessary to provide facilities for doing it, then we shall see more of our workmen going to the mainland for jobs this spring and summer.

Fatal Recklessness

With all the protection at railway crossings and with the constant warnings of the Board of Transport Commissioners, it seems incredible that so many fatalities should continue to be recorded. No less than 68 accidents occurred, and 43 people were killed, at protected crossings in 1940, and 90 more people were killed at level crossings not protected.

It is hard to believe that 35 motor vehicles ran into the sides of trains in broad daylight, 11 lives being lost. But this is in the official report. Four more accidents of this kind occurred last year than in 1939, and four more people were killed. There were 66 accidents of the same kind at night in which 11 lives were lost. More motor vehicles ran into the sides of trains in Ontario than in all the rest of the country.

At crossings protected by gates, 10 vehicles smashed through, and four people were killed. At crossings protected by bell and wigwag signal, 46 accidents with 34 fatalities were recorded. The presence of watchmen did not prevent four crossing accidents and the loss of two lives.

In addition to those who were killed at the level crossings, 485 people were injured.

— EDITORIAL NOTES —

Half of Lent all but gone.

* * * *

Equinoctial gales now due.

* * * *

Have the City Fathers dispensed with their monthly audit?

* * * *

The snow and ice above ground are about three weeks beyond the average in disappearing.

* * * *

An airman "guessed" yesterday it was easier to fly than auto over this province. Wait till he sees our summer highways!

* * * *

The eighty or so trainees are welcomed to their four months residence at Beech Grove, and the citizens need not to be reminded to extend to them a share of the generous hospitality for which they are noted.

* * * *

According to Senator Pepper the three greatest men in Anglo-Saxondom at present, in order mentioned, are Winston Churchill, William Lyon Mackenzie King and Franklin Delano Roosevelt. He is to be complimented on his modesty and discrimination.

* * * *

Tom Mann, the English Labour Leader, was in his early years a lay preacher and teetotal orator. While he continued all his life to be closely allied with Nonconformity, he abandoned teetotalism for beer, and at one time ran what he was pleased to call "a model pub" in London.

* * * *

The actual strength of the Royal Canadian Air Force at February 19, last, was 50,385, according to a return tabled in the Commons. The force is composed of 3,136 officers, 39,803 airmen and 7,446 civilians. Enlistments since October 1, 1939 showed the largest number, 16,194 was from Ontario. Quebec provided 4,237 recruits; Manitoba 4,046; Saskatchewan, 3,897; Alberta, 3,065; British Columbia, 3.136; New Brunswick, 1,543; Nova Scotia, 1,352 and Prince Edward Island 330, making a total of 37,800.

* * * *

As previously indicated beginning the first of next month or thereabout planes of Trans-Canada Air Lines will fly from Montreal to Halifax instead of making Moncton, N. B., their eastern terminus. The frequency of flights will be increased to two round trips daily including Sunday and the elimination of transfers of passengers and mail at Moncton will "further reduce the elapsed time necessary to fly between the Atlantic and Pacific shores of this Dominion." Purpose of the change is alleged to be to relieve the congestion at Moncton, now eastern terminus, because the planes which carry passengers on to Halifax are only six-seated and there are often as many as 25 people wanting to make the flight.

* * * *

Robert Southey, poet and man of letters, died this date, 1843; friend of Coleridge and included among the "Lake Poets"; appointed Poet Laurente 1813. His big works, such as "The Curse of Kehama", "The Vision of Judgment," while showing a great command of language and careful craftsmanship, lack spontaneous inspiration; he is remembered rather for his clever ballads, and for his prose which is nervous and manly, including "Life of Nelson," "History of the Peninsular War," and "Lives of Bunyan, Wesley, Cowper" etc.

"Here I possess—what more should I require?
Books, children, leisure,—all my heart's desire."

* * * *

There is division in the Temperance ranks of Ontario over the advisability of resorting to prohibition at the present time. A labour deputation journeyed to Ottawa and entered a protest, and the Rev. H. S. Cobb, United Church pastor of Tillsonburg, Ont., in a submission to the legislative committee of the Ontario Temperance Federation, declared the present is not the time to divide our people on so controversial a matter as prohibition". This, he said, is one of two matters "which should be brought to the mind of the public in respect to the strategy of the Ontario temperance, or more correctly, Ontario Prohibition Federation."

". . . This is not the time to divide our people on so controversial a matter, which necessitates both drastic legislation and vital means of time, energy and money. Many men who are influential in their home communities are away serving in the forces of the Dominion.

"To divide our people and to make unnecessary expenditures of any kind is most deplorable when unity and wise sacrifice must be ours to win this war. This is our immediate task—other lesser matters must wait."

The second matter is that "the clamor of this group for prohibition of any duration comes from only a section of the Protestant churches of the province. It is far from a unanimous demand."

NOTES BY THE WAY

New York has adopted an anti-hitch-riding bus with tail lights, license plates and windows flush with the outside, and marker lights at top corners removed. The object is to make it impossible for children to hang on behind, there being no crevices in which to gain toe and finger holds. Evidently the little New Yorkers are like the little Montrealers in their daring efforts to have forbidden fun at risk of limb, if not life. — Montreal Gazette

Hollywood plans a film in which the central figure is a newspaper editor whose prototype in real life was "a poet, musician, philosopher and humanitarian." Hollywood had better change its mind. Never again can it enjoy the slightest public confidence if it portrays an editor who does not spend all his time talking into three telephones at once, simultaneously chewing a cigar and indulging in heroics of detective work to break up the gang of hoodlums which is dominating civic politics. — Windsor Star.

"Quiz" programs on the radio often lead to remarkable answers — sometimes by the quizzed and as often by the quizzer. For example, there was the boy who was asked to describe a "Quizling!" 'A Quizling," he replied, "is one of those radio fellows that runs a quiz hour." There have been some funny answers on local quiz programs. The prize answer to a "quiz," however, goes to the young lady who was asked about Lindbergh. "Lindbergh," she answered confidently, "is a ranksmelling German cheese". The quizzer said, "No, that's Limburger," but thoughtful people will be inclined to agree that the young lady knows a cheese when she sees it. — Timmins Advance.

Says the Edmonton Journal: "Lots of snow—and how heavy that snow shovel gets!" Out in this climate we can sympathize with Edmonton's hardships. Often these week-ends our golf clubs begin to feel burdensome, and digging in the garden, among the sprouting snowdrops, many a gardener finds the weight of his trowel oppressive. — Vancouver Sun.

The Never Again Association has been formed in London to try to ensure peace terms that will "once and for all prevent organization of the German people for war." As the "Never Agains" are pledged to assist in the prosecution of the war by all means they are peace lovers rather than "pacifists." They might adopt the slogan of the 1914-1918 war and of wars before that one, namely, "This is a war to end war", with the addition, "by beating the Nazis to the ground." That is the only way satisfactorily to end the present expanding conflict.—Moncton Times.

How utterly impossible it is for the most earnest reader to keep up with the flood of new books is shown by the fact that in the United States along 176,500 new titles were issued in the past twenty years. Last year saw 11,300 placed before the public. In 1940 as compared with 1939, fiction increased by 189 per cent, technical books by 159 and religious by 146. Books on the fine arts fell off by 66 per cent. British publishers have issued as many and often more new books yearly than has the United States. The war, however, has curtailed production sharply. — Edmonton Journal.

Visiting day at one London hospital recently became a game of "spot the doctor". Patients found that visitors, having asked about their health, wanted to see the doctors who had saved their lives and the hospital by prising an unexploded bomb from a ward floor and carrying it out in a tin bath. The bomb-in-a-bath heroes are Dr. Daniel Crawford Logan, 32-year-old Scotsman, and Dr. Mustapha Kemal, aged 27, an Egyptian. When the bomb fell on the corner of the diphtheria ward it knocked down a wall and buried itself in the floor. Dr. Logan, as medical officer, and Dr. Kemal, as house surgeon, ran to the ward to superintend the evacuation of the children. But they had no place fit for the children to spend a night. They decided to remove the bomb so that the children might return. Gently they pried the bomb with their fingers from the floor. Dr. Kemal ran to the kitchen, brought back a galvanized tin bath big enough to take the bomb. They packed the bath with blankets from a bed, put the bomb in it, and carried it out to a field. The field was only 200 yards away, but the journey took 10 minutes of sweating labor. Three times they had to place the bath down to ease their hands and straighten their backs. — From the London Express.

Letters have been received from Captain Sidney Brown, of the Leicestershire Regiment, a member of the Leicester city council, who is a prisoner of war in Germany. Captain Brown is in a room with 56 others— "rather crowded, but good company"—in a large building, originally an Archbishop's hunting palace, which holds altogether 1,500 prisoners. "Scenery is lovely, but grounds and exercise space very small," the Captain comments. He was captured in May, and his first letter in June said that the diet was all liquids, mostly soups and potatoes, and that proteins, and vitamins were needed. He asked for tinned butter and margarine, dripping, dried full-cream milk, chocolate, sugar or sweets, syrup, treacle, honey, dried raisins, figs dates, jams, sweet biscuits, and cakes. Prisoners are allowed to buy four cigarettes a day. As for clothing, Capt. Brown had apparently just what he stood up in when captured. "Outdoor parades are annoying on a wet day without coat or macintosh and no change—hope it gets no colder before parcels start coming through—we are our own laundrymaids, and in cold water only; sleeping bag, old, would be useful—send leather to sole and heel my boots." The captain still thinks of his constituency, Alyestone Ward. "Write letter to electors", he asks, "saying where I am; am happy thinking of them, and looking forward to the time when I can be with them again." His last letter suggests a certain improvement in the food supply, as it comments: "Dinner today fish and potato mash; all enjoy it, change from soup." — Leicester, Eng., Chronicle..

In view of a recent decision in a libel case I hasten to record that any criticisms I have made in these columns of Herr Hitler related to him solely in his capacity as politician and in no wise reflected upon his ability as an author. I thought his early work Mein Kampf showed skill, force and a certain promise, and was not too heavy to hold as a bed-book. I have always regretted that his absorption in political affairs prevented him from devoting all his time to literature. It is possible that in the near future Herr Hitler may lay down his burden of office and find leisure to take up his pen again. Not, I again hasten to add that there is any danger that his already published work will pass into oblivion. — London New Statesman.

United States And The War

Excerpts from an address delivered by Hon. Frank Knox, U. S. Secretary of the Navy, at the United States Conference of Mayors held recently in St. Louis.

For more than 100 years our one great, firmly established national policy has been the Monroe Doctrine. Again and again our people have indicated their willingness to go to war, if necessary to maintain this doctrine. It is more dangerously challenged today than ever before This doctrine which forbids the extension in the western hemisphere of non-American military and political control was initiated for the purpose of preserving the territorial, economic and social integrity of the United States. Long ago, we saw that this was the only way we could be safe from aggression, that is, that we had to protest the entire western hemisphere to be safe ourselves. Our country, under the Monroe Doctrine, has grown from weakness to strength, and the other nations of this hemisphere have been offered an opportunity to develop their own civilization, free from the fear of conquest. So long as we maintain, an association with Great Britain, sufficient sea power to prevent aggressor nations using the ocean lanes for the transport of military power we can be safe. Once this joint control of the high seas is broken, we are in danger. It is because of the close associations and parrallel purposes of Great Britain and ourselves with respect to sea power that we now enjoy what in effect is a two-ocean navy. We Americans now have a one-ocean navy and are just starting upon the construction of a two-ocean navy which it will take five or six years to build. In the meantime, we are only safe on the high seas so long as the British fleet continues to exercise control over the Atlantic. The preservation of the British fleet is imperative while we are still engaged in building up our full naval strength to a two-ocean purpose. The British part of the present two-ocean navy upon which we rely, is now in grave danger. The British navy can survive only if the British Isles survive. Should the British Isles fall, we can only believe that the British navy, which never runs from danger, will fall at the same time. We need time to build ships and to train their crews. We need time to build up our bases so that we can operate our fleet as a screen for our continent. We need time to train our armies and to accumulate war stores and to gear our industry for defence. Only the preservation of the British fleet in its fighting integrity can give us that time, and they need our help to survive. How deadly important it is that they shall survive can be brought home to you when I point out that if the British fleet is destroyed tonight, we shall have only 15 battleships to oppose 20 battleships flying the flags of the Axis powers, of airplane carriers, we would have six to their eight. Of cruisers, we would have 37 to their 75. Of destroyers we would have 159 to their 271 and of submarines we would have 105 to the axis 284.

That epitomizes in a sentence, how vital it is that British sea power shall survive. British sea power of today plus American sea power of today is definitely superior to the combined fleets of the axis powers, and the two fleets actually exercise control over every part of the seven seas.

But, these skeptics say that even if Britain falls, it will be a long time before the axis powers could re-organize their forces for an attack upon us. To indulge in that kind wishful thinking is to inhabit a fool's paradise. The assemblage of a naval force superior to our own would consume but little time, and an attack, in a few months, could readily be organized to decend upon us from two sides. The intitial attack need not be directed directly at us. It probably would not be. Such an attack might have for its objective the seizure of basis in Newfoundland or Labrador or in Central and South America, from whence an attack upon us could decend. Then, the dear, deluded people who cry out against our involvment in a "foreign" war would be provided with a war on our own soil and our own women and children in our teeming seaboard cities would provide the targets for night-raiding bombers.

There is little chance to escape this peril if England falls. We would have to convert, in that event this entire nation into an armed camp. We would have to tremendously expand our shipbuilding facilities, and work day and night to build a sea defense that would adequately protect our own sea coasts and harbors. We could not hope to build a navy fast enough to patrol all of the coast line of the western hemisphere against the combined sea strength of the aggressor nations, so we should have to abandon the Monroe Doctrine. To protect our land against actual invasion and to supplement our ocean defense, we should have to build and maintain huge standing armies. Our economy would have to be trasformed to an economy which puts national defense considerations ahead of all others. Turned in upon ourselves and bereft of all opportunity for over seas trade, our standards of living and our wage levels would fall and we should be swiftly reduced to a constant daily struggle to preserve our national existence in a world ruled by totalitarian dictators.

(To Be Continued)

KILLED IN MILL

BRIDGEWATER, N.S., March 19. —(CP)—Murray Bruhm, 20, of nearby West Northfield, was killed today when caught in machinery at a shingle mill operated by his father. He is survived by his parents, Mr. and Mrs Archibald Bruhm, one brother and five sisters.

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.

WHITE SANDS W. I.

The montly meeting of the "Royal Oak" Women's Institute of White Sands met at the home of Mrs. James Derby on March 13th. with the vice-president, Mrs. Howard Bell in the chair. Meeting opened by singing Institute Ode and repeating the Creed in unison. Twelve members responded to roll call with an "Irish joke". During the months of January and February with the help of several ladies in the district we have completed 29 pair whole mitts; 13 sweaters; 8 helmets 1 pair socks; 1 pair gloves; 1 pair wristlets. One donated blanket was sent in to the Red Cross. It was decided that we send for 5 lbs. yarn and material for 8 hospital gowns. We donated $5.00 to Greek War Relief Fund and $2.00 to T. B. League. Correspondence consisted of Government grant of $2.00. The program consisted of riddles, recitation and contests. Next meeting to be held at the home of Mrs. Howard Bell. Roll call "Household Hint."

1918. - 1941

Sir:—Today is the twenty-third anniversary of the great German offensive planned by Ludendorff which drove the British armies back across the Somme until it was brought to a standstill on the twenty-eight, both sides being exhausted.

Seventy-three fresh German divisions had been hurled against the British forces of only twenty-nine divisions and three cavalry divisions, all greatly under strength. The great drive almost won the war for Germany and her Allies, but the spirit of the British Army was not broken. It was reorganized and prepared for the final offensive of the following August.

On the twenty-sixth the writer saw for the first time a fugitive people on the road. It was a sad and a terrible sight—the people leaving their all except what they could carry in a sheet or blanket, old men, old women, and children in many cases being pushed along the road in wheelbarrows or handcarts many falling by the wayside, more being killed by shells or bombs. Alas! today not only the French people have again had a similar experience but the Poles, Dutch, Belgians and Norwegians.

A gentleman writing from Montreal the other day stated: "A Dutch refugee to whom I spoke in Portugal remarked 'One never realizes what a precious thing freedom is until one has lost it'. This man, once very rich, was penniless and straded in Lisbon." The same writer continued: "My greatest task since returning from the other side has been to convince people of the serious thing this war is and that Canadians must realize that if they lost everything dear to them it would still be a small price to pay for freedom."

Canadians are now asked to contribute through the Canadian War Services Fund to make easier the life of those in the air, at sea, and on land, who are standing between us and the loss of freedom. Canadians will respond.

I am, Sir, etc.

TEM.

Charlottetown, March 21st, 1941.

MORE EMPHASIS ON POETRY

Sir,—It is with great interest that I have read in your Forum column "Reflections on Poetry," and recognize the writer as one from my home community. Being a school teacher I am heartily in accord with his views on the enjoyment of poetry, and more especially to the minds of children. I regret likewise the rude manner in which we are equipped to teach poetical extracts, more often termed memory work.

Poetry, with intensive rather than extensive study, gives the students a finer outlook on their environment, acts as a stimulater to higher ideals, loftier desires and continues to remain the best form of expression. It points a new life not yet touched or tainted by the inventions of man. How could anything be new to the modernness of 1941? The answers are contained in the masterpieces from those poets. "Whose footsteps echo through the corridors of time."

Your correspondent mentioned "Bob" Service. His Rolling Stone Rhymes, his Sourdough lines, bespeak the rough pioneer spirit of our Canadian country. I have before me a picture of Mr. Service, and you would scarcely believe such mild features could utter those bombastic quotations. How deeply do we catch the character of the man as expressed through his work! We are ever learning of countries social conditions, culture and character through immortal poetry.

Tennyson (my favorite), a mid-Victorian, is still extremely modern. But who would neglect a movie such as "Gone With the Wind," to indulge in "In Memoriam"? Does the fault lie in the classroom? I have reason to fear we are placing too much emphasis on foreign dialects rather than on the enjoyment of beauty and simplicity of the great poets.

Sir Walter Scott, W. C. Bryant, Louis Stevenson, Edgar Guest, Robert Burns and L. Maude Montgomery; those, whose very mention sets up a thrilling strain to the poetry lover.

We must not overlook Kipling, the poet of the great Victorian era who inspired so much patriotism during her long and war-scarred reign.

How void would literature be of the ancient amourous if it were not for poetry? Where is Pamie in a "dime novel" as compared to the love of "Enoch Arden."

Yes, we are certainly concerned why those beautiful stories escape the seemingly intelligent. Tennyson's own lines from the short poem "To the Penny-Wise" supply my fitting conclusion, as follows:

"My friends the soldier
Is a worthy calling
But there are those
Who need a little overhauling"

I am, Sir, etc.,

ERMA A. BAIN.

COLD STORAGE PLANT

Sir,—In your issue of the 18th, "Producer", said:—"The decision reached by the farmers last week asking for a cold storage plant at Borden for butter and cheese, seems rather difficult to understand."

This is quite obvious, in his case, when you read the concluding paragraph of his letter, which says:—"Resolutions of this nature sponsored by someone with an axe to grind is what detracts from the value of such meetings as those held last week."

If "Producer" had spent as much time attending the "Dairymens' Association meeting", as he did in writing his letter, he would not have made the mistake he did, and might have contributed something worth while.

Just so that he may not make the same mistake again, let me point out, I do not live in Borden but on a farm and must pay a license to sell milk in that town the same as anyone else.

When the dairy inspectors reported our cheese did not grade up as it should because of the poor curing rooms in connection with most factories and admitted that it would be quite possible to overcome much of the trouble by having a central plant to cure and hold the cheese, I submitted the resolution and the meeting sponsored it; because we all had an axe to grind, and we ground it in the open, over our own names, and now have it sharpened, to cut out the losses sustained in the past as the result of loss of flavor and grade, excessive handling and payment of freight from here to Montreal for weighing and back again to St. John or Halifax for shipment to the United Kingdom, while the St. Lawrence is closed to navigation.

I could say some very scathing things at this time but that would only cause friction and generate heat, so will simply quote from some of his more recent letters, which I presume can be done without offence, and when this is done it is just possible he will have supplied his own answer to his present question which reads:—"Additional space may be needed, but why not have it located at Charlottetown, where when Mr. Hemming's ocean terminal is ready, our dairy products for all parts of the world will not have to be railed back to Charlottetown to make connections?"

The meeting was satisfied that fully 95% of the cheese exported to Britain was shipped by rail through Borden, and it was for this very reason that Borden was chosen, especially in view of the fact that no less an authority on transportation than "Producer" himself had already condemned Charlottetown as a site, when on Dec. 20, 1940 he said:—"Will Mr. Hemming please set out a list of the articles with which he would load an ocean liner if one were made available to us. Would not free passage of our goods to the mainland where they could connect with outgoing ships to all parts of the world, be a much more logical suggestion?"

"Then each truck could carry an assortment of items in such quantities as our production will permit and for any destination thus opening up markets in South America, Europe, that we today cannot reach nor can we ever hope to reach if we wait until we can fill an ocean liner."

Now what would be the use of storing it at Charlottetown, when it must, according to "Producer", be shipped to South America or Europe by truck?

What would be the sense of storing it at any other spot except where the meeting decided, namely at Borden?

If "Producer" has a single legitimate suggestion to offer that will, in any way, really help the primary producers, then he should come out man fashion and talk things over, because the time has come for "a long pull, a strong pull and a pull all together", if we are going to get anywhere. And no man, or body of men, is going to be permitted, for selfish reasons or personal gain, to stand in the way of this movement which is already years overdue.

I am, Sir, etc.

JOHN L. READ.

IN MONTREAL

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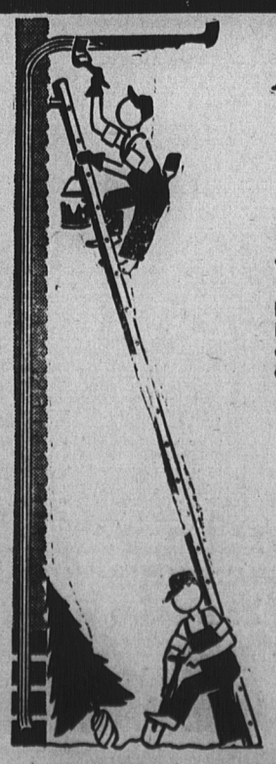

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