THE CHARLOTTETOWN GUARDIAN

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

THURSDAY, FEBRUARY 8, 1945

Cardin And Car Ferry

Our Liberal representatives had better contact Hon. Mr. Cardin if they are to make any headway in getting our Car Ferry off the slips before late Spring of 1946. "P.I.B." says the Liberals in Quebec are worried over the part he is going to play in the election, and proceeds:

"The Liberals are in an extremely delicate situation and the party leaders are the first to recognize that they are at the moment in a fix. For some weeks now, it has been thought that Mr. Cardin, rather than join up with the Independents would take over the leadership of a Liberal anti-conscriptionist bloc. Indeed, we have echoed such rumors in a recent issue of P. I. B. But everything leads to the belief that Mr. Cardin has now decided otherwise and but a few hours ago, it was being said in Montreal political circles that the directors of the *Sorel Industries* and of the *Marine Industries* (the brothers Simard) had just come to an understanding with Mr. Maurice Duplessis. Now it is well known that Mr. Cardin and Messrs. Simard have always worked very closely together. The formation of a nationalist bloc will very much complicate the game of the Liberals who wanted to run as "Independent Liberals, pro-King but anti-Conscriptionist." On the other hand, it is not known if the Liberal party will be in a position to persuade them to campaign as official candidates. It must not indeed be forgotten that Major Chubby Power and Former Premier Adelard Godbout, have openly broken with Mr. King over the conscription vote, and this fact is not helping the party strategists."

British Farmers Delegation

An important delegation will be in Canada at the end of February in the course of a tour of all the British Dominions. They represent the National Farmers' Union of the United Kingdom, an organization founded in 1908 by a group of working farmers and operators in England and Wales. There are similar bodies in Scotland and Northern Ireland. The service they give farmers, according to The Canadian Press, is largely protective like that of the Canadian Federation of Agriculture. They present agriculture's case on a nation-wide scale, keeping a watching brief on legislation affecting agriculture, and serve as research co-ordinating agencies. The delegates are headed by Mr. James Turner, 37-year-old farmer who was elected while touring Australia and New Zealand and received the word by cable.

The delegation is seeking to arrange co-operation in post-war agricultural planning with farmers in the Dominions as the first step in a world-wide co-operation. One of its aims is to arrange for an October conference of primary farm producers' organizations in London.

Let us hope that Prince Edward Island is included in the itinerary of this important delegation. As the banner agricultural province of the Maritimes, and the most largely agricultural province of the Dominion, it would be inexcusable if we were to be by-passed on such an occasion.

Still Need For Caution

The war news is so encouraging that there seems no good reason why plans for fittingly observing victory on the Western Front should not be discussed, as it is proposed to do at tomorrow night's meeting in the City building. Of much greater importance, however, is the need of reminding ourselves that terrific fighting is still going on, and that feelings of complacency at this time are absolutely the most dangerous things that we can harbour. If and when the Russian armies get to Berlin, even to Munich, what then? Nobody knows what will happen. It may well be, as an exchange suggests, that no definite cessation of hostilities will come about. There is always the possibility that a desperate band of several hundred thousand fanatical Nazis may retire to the mountains of Bavaria and fight until they are exterminated. The old idea that V-Day will be a time for wholesale relaxation is rapidly going by the board. Authorities throughout the Allied world are reminding their peoples that even after Germany is finally dealt with, there still remains Japan which, in spite of spectacular American advances in the Philippines, may still take a good deal of beating on the Chinese mainland.

The authorities, of course, may be wrong. Sir Robert Borden in his war memoirs tells how they erred on the side of pessimism at the meeting of the Imperial War Cabinet which he attended in June, 1918. The Cabinet consulted all the experts—the commanders in the field, the War Office, the chiefs of staff, the economic experts, and so on. After a month of study, the Cabinet concluded that if the Allies could hold on during the fall and winter they might be able to launch a major offensive early in 1919. Sir Robert never could understand why nobody knew that the beginning of the end was only a few weeks away. Likewise the United States government within a few days of the Armistice placed a large order for anti-U-boat vessels in the belief that the greatest period on the sea would be in the spring of 1919. Nobody knew.

The common sense attitude at the present time, it will be agreed, is to prepare for the worst, but to hope for the best.

—EDITORIAL NOTES—

Britain's war saving campaign, launched five years ago, has raised just under £8,500,000,000 (about $38,250,000,000).

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The Mackenzie King government met on the morrow of its Grey North, but did not discuss "the question of the time for a dissolution of Parliament and a general election", we are told. Remarkable restraint—or was it benumbedness due to shock?

* * * *

Visitors to the U. S. comment on the scarcity of food, clothing and fuel prevailing there. They say people here do not realize what wartime conditions mean; we are living in luxury where our neighbours, especially in the New England States, are almost at the point of penury.

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A British expedition is collecting data on whales. The Antarctic whaling season of 1938-39 provided 500,000 tons of whale oil. Since 1941 there has been little whaling in that region so that whales, and thus potential world stocks of oils and fats, are likely to have multiplied.

* * * *

The British Liberal party assembly in London has pledged itself, with only two dissenting votes to self-government for Scotland, with a Scottish Parliament responsible to the Scottish people. M. MacCormick, proposer of the resolution, said he hoped a Parliament for Wales and another for England would follow, with a Federal Parliament uniting the three.

* * * *

Jules Verne, French novelist, born this date 1828; beloved by boys and everyone interested in scientific development; was most popular writer of his day, his works being translated into most European languages; each of his plots works round scientific and physiological fact; many forecast later deveolpments such as gramophone, cinematograph, airplane, submarine; his stories include: *Round The World In Eight Days, Michael Strogoff, Twenty Thousand Leagues Under The Sea, The Mysterious Island.*

* * * *

From the outbreak of war up to December 1944 over 2,000,000 gross tons of merchant shipping had been salved in British Home waters and over 460,000 gross tons in foreign waters. These figures do not include salved warships, nor any merchant ships or landing craft salved in captured ports or on beaches. This colossal task has been carried out by Britain's Admiralty Salvage Department which has been working at high pressure since the beginning of the war and in recent months has been particularly concerned with the clearance of Allied ports supplying the British Liberation Army.

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Because of the severe drought which has affected vast areas of the Commonwealth of Australia and because of Australia's war commitments, civilians there temporarily will be placed on slightly reduced meat rations, effective February 26. The present meat ration in Australia averages 2 1-4 pounds a week for adutls and 1 1-8 pounds a week for children under nine years of age. This compares with pre-war consumption averaging four pounds a week a person. It is estimated the reduction will save 40,000 tons of meat.

* * * *

With continuation of hostilities and increasing demands for meat supplies for the Allied forces and with the necessity of providing liberated countries, the outlook here for livestock appears favorable, states the Industrial and Development Council of Canadian Meat Packers in a current review of the world meat situation. Of the outlook for Canada the letter states demand for pork products will continue at high levels in 1945, but production surveys estimate considerable reduction in hog marketings from the all-time records of 1944. Extension of the present bacon contract with Britain to the end of 1946 assures an outlet for all surplus product at satisfactory prices. Cattle slaughter in Canada this year, based on the present record cattle population, may reach 1,400,000 head, or eight per cent more than in 1944. Average dressed carcass weights for cattle are expected to decline somewhat but the net total amount of carcass beef will likely be somewhat greater than in 1944. The beef contract with Britain, now extended to cover 1946 at present prices, provides an outlet for all beef that can be put in export position.

* * * *

We sometimes think we are much more handicapped in train service than the rest of the world, but that is not wholly correct. The prize story of hardships and misfortune in the recent cold wave and high wind in Montreal comes from Gilbert Hill, a concert pianist, who reports that it took him three days to come by train from Hemmingford to Montreal, a distance of some 40 miles. Leaving Hemmingford at 8.30 a.m. Thursday, according to Mr. Hill, a Canadian National Railways train bogged down in the snow a mile or so from St. Michel. A snow plow turned out to take care of the situation but in attempting to push the train, derailed the baggage car. By the time the baggage car was back on the rails the engine had frozen and it was impossible to move the train at all. Through Thursday night the passengers huddled in the caboose around a small stove and snatched what sleep they could in the bunks there. Food was provided by the train crew. Dawn Friday brought hope, and word that a snow plow was coming from the other direction. This piece of equipment overturned at some point near St. Remi, nipping the only hope of rescue in the bud for another day. Saturday morning several passengers, among them Mr. Hill, were taken to Delson in a snowmobile. They made the 15 mile trip in three and three-quarters hours, arriving just too late to catch a train for Montreal. The next train came along six hours later, however, and Mr. Hill finally saw the lights of St. Catherine street—three days after he expected to on a journey as far as between here and Summerside.

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.

FREEDOM OF THE PRESS

Sir,—This matter shows how any ordinary individual should feel towards this privilege. I have done a lot of commercial advertising in your paper for the past fifteen years and with the results obtained I can definitely state "It Pays to Advertise." Would it not be a good suggestion for the Junior Clubs in our city to have this motto placed on the walls of their meeting places?

Now in regard to our returned soldiers who are coming to Canada daily, they want jobs with dollars and cents not promises. In a recent issue of the Reader's Digest readers were asked to suggest new ideas for new private businesses for returned men. If, through mismanagement, we are forced to close all private businesses in the Province, farmers as well, what would we have to offer the returned soldier? We need co-operatives, we need private businesses as well. For example, we have eleven cheese factories operating in Prince Edward Island. Nine are co-operatives, two are privately owned. As owner of one of the privately owned and vitally interested, I was instrumental in obtaining in 1943 over $25,000 extra money for our cheese for the Province of Prince Edward Island. This amount will be greatly increased in 1944. In our office there is a motto which reads as follows: "Keep your feet on the ground, have faith in yourself, your country, and your community."

The war in Europe seems to be in its final stages. Private business must be maintained to employ labor; many jobs will be needed, returned men will be seeking key positions. It may mean one man in the army today and twenty out of a job tomorrow. Let us have fair play irrespective of class or creed.

I am, Sir, etc.,

W. R. DENNIS

Gotterdammerung

(Winnipeg Free Press)

Somewhere in his writings on war, John Buchan formulates the theory that all great wars have a tendency to end where they began. He supports this theory by references to past wars. The struggle of 1914-18 ended at Mons—where it began. The first battle of the civil war in the United States was at Bull Run and the end came a few miles distant at the Virginia village of Appomattox. The opening and closing battles of the civil war in England were fought within a few miles of each other. The whiff of grape shot which launched the career of Napoleon might have been audibld to the same people who, many years later, witnessed the capitulation of Paris. In some of these wars, as Mr. Buchan pointed out, the struggle engulfed nations and continents. But the tendency to come full circle was marked.

This theory is being tested in the present war right now. The war began in the city of Danzig, from which the Russians, at latest report, are about 24 miles distant. On the western front it began along the German frontier. The Nazi blitzkrieg stromed out of the Siegfried line. Today the American armies are beginning to punch holes in this line and the British and Canadian troops are reported to be poised for an offensive which may turn its northern flank. This war has dealt rudely with theories and it will be interesting to see how this one works out.

Certainly it is true that Hitler and his Nazis have entered the half light. This is Gotterdammerung. The issue is decided. All that remains uncertain is the point at which Germany will collapse. Under such circumstances the will of a people to resist is a compact of irrational, spiritual qualities, of mysterism, as well as of discipline, terror or loyalties. The ultimate factors will include the unpredictable appeal of such legends as Lord Bryce tells of Berchtesgaden in his book on the Hapsburgs, in addition to the facts of the existing situation. Therefore, while the news could scarcely be better, the future is unpredictable. German resistance may be prolonged for months or it may crumble tomorrow.

The Poets' Corner

POOR OLD BRITAIN

Nobody's wrong but England, and England's always wrong;
Too late — or else too early — too soft — or else too strong;
And when for once the wide world begins to praise her name
Her own sons crowd and hurry to shout her back to shame.
Remember how they begged her to carry arms to Spain?
But carry arms to Athens? Oh, no, she's wrong again.
We mustn't blame the Russians; the Yanks can do no wrong;
I do not think the Germans will be guilty very long;
Not Bismarck now, but Baldwin is the architect of war;
Wilhelm — and Woodrow Wilson —are not mentioned any more.
But Britain, poor old Britain, is anybody's meat.
Give her the hardest marches, and then trip up her feet,
Stand bravely on the touch-line, and never mind the facts.
Bombard her with your sermons— and never mind the faces.
Laugh loud at every failure, lay claim to each success,
And make a Party profit out of the cosmic mess.
Nor ever cease to whistle your happy little song,
"Nobody's wrong but England — and England's always wrong."

—A. P. Herbert.

TRAINING AIRCRAFT

The total number of training aircraft on the strength of the British Commonwealth Air Training Plan as at August 31, 1944 was 8,606.

Excerpts From "An Economic Survey of P. E. Island"

By Dr. J. E. Lattimer
Professor of Agriculture Economics, MacDonald College

Transportation

Centralization of industry off the Island, the expansion of agriculture on the Island and the specialization of agriculture combined; increase the importance of transportation.

The record of car loadings brought in and taken away from the Island for the ten-year period from 1934 to 1943 is included in the Appendix. These totals do not include all trade as considerable has been carried otherwise. There has been some carried by water and some by truck. With all necessary qualifications the record is impressive.

In 1934, 8,999 loaded cars were brought to the Island. In that year 7,691 cars were sent out. The difference was an excess of imports of 1,308 cars. In 1943, the cars brought in numbered 14,871 and those sent out 10,017. The difference was in 1943 an excess of import of 4,854 cars. The excess of imports over exports was over three times that of ten years earlier.

What items figured in the increase? The greatest jump was in flour and feed which was about 7 times as great in the latter year. Fertilizer was two and a half times as great. Lime starting in 1937 almost doubled in the seven years. Lumber and fruits brought in increased slightly.

Exports are made up largely of potatoes, turnips and live stock. The increase in potatoes was from 3,626 to 4,761 cars (31.-3%) turnips from 933 to 1,569 cars (59.6%) and live stock from 390 to 1,255 cars (221.8%).

The great expansion was in imports of feed and export of live stock. The live stock production of the Island depends partly on feed grain brought in from the west. The raw material is brought in and the manufactured article —in so far as the farmers manufacture it—shipped out.

* * *

This brings up a very controversial question that has been investigated in detail and discussed elsewhere. All that is necessary here is to stage the findings. Freight rates were originally lower on grain for export than for domestic use. This amounted to a bonus on grain export and a handicap to the live stock industry. Farmers were thus expected to get into the export market not only without a draw back on imported grain that is used as raw material but actually with a raw material that was made more expensive to them than to some of their competitors by a higher freight rate. Of course when they gave up competition under these conditions the explanation was simply and solely the inefficiency of the farmer. This explanation has frequently been the pretext to cover a multitude of sins.

In pre-war days some measures were taken to redress this grievance. As a war measure the freight on feed grain has been paid by the government from Port William east. We are frequently told that this is merely a war measure. It is the post-war period that we are particularly concerned about.

* * *

The movement by rail of feed from Western Canada to Prince Edward Island is too costly an operation to carry on no matter who pays for it. What is necessary as soon as boats are available is to bring this feed to the Island by boat. There is no great strain on the imagination to conceive of boats going to Montreal or the Argentine laden with potatoes and returning with feed grain. Bringing grain in by boat might involve construction of storage. This is a matter of detail that could be arranged. What is a harder job to do is to secure some realization of the importance of this matter and concerted effort to bring it about. It is easy for those who are unacquainted with the modern technique of farming to assume that the farmer grows his feed, has no cash cost of production and that all his cash returns as well as other returns are so much velvet. This is far from the case as the amount of feed purchased suggests. The problem of purchased feed has been discussed elsewhere. In a survey in Cumberland County, Nova Scotia, it was found that those farmers who were on the profit side of the ledger brought more feed than those in the red. The explanation was given as follows:

"Those with the greatest expenditures for purchased feed had the highest returns per farm. That is not exactly the way to state it. A better way to say it is those who had the highest income per farm purchased the most feed. This does not necessarily mean that the way to prosperity is to purchase more feed. It may and very likely does mean that the more feed that is home grown the more will be purchased to balance the ration. Increasing the amount of home grown feed and buying more may be complementary rather than antagonistic policies."

* * *

Providing feed by water routes is one specific thing that requires boats. Boats could be put to other uses. By delivering by boat surplus products to the markets to which we are so conveniently situated and selling them instead of having them bought from us and reaping the rewards of the carrying trade we might be able to employ more of our people and thus have less need of sending so many away to get jobs. There are at present some 20 schooners servicing the Island. This number is not enough for future needs but their presence illustrates possibilities.

(To Be Continued)

KNOWN IN LUTHER'S TIME

The Hungarian city of Debreceb was known as "Calvinist Rome" during the Lutheran Reformation.

INSPECTION AID

YANKS ARE FEROCIOUS

Natives hunting wild yak in Tibet generally go in pairs, for the best unless mortally wounded, will charge furiously at his attacker.

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Notes By The Way

If we could raise our neighbours' children instead of our own, this would be a model generation. — Guelph Mercury.

In a small town people will sympathize with you in trouble — and if you haven't any trouble they will hunt some up for you. — Montreal River Miner.

Some U. S. colleges are said to be giving women instruction in gunnery. It is not said whether this comes under military preparedness or domestic science. — Ottawa Citizen.

We heard this true story, the Edmonton Journal reports, in a Jasper avenue store: Men's linen handkerchiefs, a few of them, were offered at $2.75 each. A woman asked the price. Told it, she exclaimed: "Two-seventy-five each! I'll take a half-dozen." And she paid the $16.50 without a whimper.

France has decided that when the war is over she will keep the watch on the Rhine. After three invasions in 70 years, no country is more entitled to the job of watchdog of the Germans. And probably she can be counted on to pounce at the first sign of German aggression, after experiences of the past five years.—Edmonton Journal.

There is a story (not entirely apocryphal), says the Manchester Guardian, that when a heavy bundle of leaflets dropped from an Allied airplane failed to scatter, fell solidly on a small German barge in a German-occupied French port, went through the bottom of the barge and sank it, a senior Allied officer remarked: "At least I am convinced of psychological warfare."

In spite of pleas to "Wear out and make-do" Canadian women have increased their purchases of clothing by 93 per cent, men by 86 per cent, in five years of war, according to figures recently released by the Dominion Bureau of Statistics. Department store sales have increased 80 per cent, with the largest sales recorded for children's shoes; second largest, vitamine B capsules. — Hamilton Spectator.

More than 20 tons of linen has been salvaged from obsolete destination blinds (signs) on London buses, the St. Thomas Times-Journal reports. The white linen is in particular demand for cleaning purposes in such London transport workshops as the Signal Department, where the workers handle delicate mechanism. The linen it also used for radiator covers, anti-blast window-fabric and sacks.

It was possible in 1774 and again in 1812 to discharge one's full duty to Canada by defending Canada in Canada. It was not possible to do so in 1917. It is not possible to do so in 1945. If loyalty to Canada involves making sacrifices to defend Canada, then that loyalty must extend to the defence of Canada wherever Canada is threatened, whether in Africa, in Italy, in the Low Countries, in France, on the Atlantic or in the China seas. —Vancouver Province.

The public's pent-up desire to travel will by 1960 burst into $1,-000,000,000 overseas travel a year, writes the American Merchant Marine News, citing among other figures the previous travel peak year of 1929 when the American public spent $675,000,000 on overseas travel. This prediction on postwar travel was made recently by the National Planning Association. New American passenger liners and planes will be available by that time, it is pointed out, and Europe probably will have recovered sufficiently to welcome American tourists. What figure domestic travel will reach after the war is still a moot question among travel agents, comments the New York Times. It will depend on how soon automobiles are put onto the roads for pleasure travel, together with other factors such as fast coach trains, reduced airplane fares, and de luxe cross-country buses.

The blacksmith of the future may have to leave "the spreading chestnut tree" and take his forge to the farms on a truck. With fewer blacksmith in the country, the farmers have longer distances to go when they want to have their horses shod. Often they cannot spare the time to leave their farm work, but many of them would have their horses shod if the blacksmith came to their farms. We suggest to the young men who are looking for a vocation that they think about blacksmithing. It is a healthy occupation. Anyone who likes horses and understands how to handle them ought to be able to make a success as a blacksmith with some perseverance. It is an occupation that will require some assistance from the agricultural departments of the country if there are not soon a number of new members in its ranks. As long as horses are used for work and pleasure, there will be a need for the services of the blacksmith. — Tillsonburg (Ont.) News.

There is only one other man living in this country who deserves so many of the honors of the world as David Lloyd George. There is no man living whose elevation to the peerage could cause so much genuine and affectionate regret. It is a tradition of very long standing that any former Prime Minister is entitled to an earldom if he wants it; the decision is purely personal, and if Mr. Lloyd George has determined to leave the House of Commons and take refuge in the gilded anonymity of another place, no one would wish to say him nay. But it is a sad ending. If Mr. Lloyd George were merely the war leader of a generation ago, then a peerage might not be unbecoming —though even there was something superbly dignified in the austerity of the Order of Merit. But Mr. Lloyd George is something much more than that—he is the only remaining living proof that the British democracy can not only bestow eminence upon the sons of the people, but also find fire and power and leadership in them. Since the days when he showed so triumphantly that it was possible to be progressive and effective at one and the same time, that particular light, the historic glory of the British race, has been dimmed. Now it seems to be smothered in ermine. Lord Lloyd George is a contradiction in terms.—London Economist.

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