

THE CHARLOTTETOWN GUARDIAN

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The Strongest Memory is Weaker Than the Weakest Ink. WEDNESDAY, NOV. 24, 1943

Agricultural Changes

An interesting analysis of some of the changes in Canadian agriculture, particularly during the decade 1931 to 1941, is given in the current issue of The Economic Annalist, a publication issued by the Dominion Department of Agriculture. The article is based on preliminary reports and releases of the Demography Branch, Dominion Bureau of Statistics.

The farm population, which was 31.7 per cent of the total in 1931, declined to 27.5 per cent by 1941. The greatest percentage declines occurred in the Maritime Provinces. Saskatchewan has the highest proportion of population engaged in agriculture with 57.4 per cent of its population living on farms. Prince Edward Island and Alberta ranked second and third. In the Province of Quebec, only one-quarter of the people live on farms. British Columbia and Ontario are the most urbanized provinces in Canada with only 13.0 per cent and 18.5 per cent respectively, of their populations being on farms.

The amount of occupied farm land in Canada has increased consistently as far back as records go. During the 20 years from 1921 to 1941, it increased from a total of 141 million acres to 175 million acres.

In Prince Edward Island 83.9 per cent of the land was in farms and along with Nova Scotia and New Brunswick has less land in farms than in 1921. In Saskatchewan, 39.4 per cent was in farms as compared with 28.9 per cent in 1921. British Columbia, Quebec, and Ontario have only 1.8 per cent, 4.4 per cent and 9.6 per cent of their total land areas in occupied farms. In Saskatchewan and Alberta more land was brought into occupied farms than in all of the other provinces combined during the twenty-year period.

The provinces of Saskatchewan and Alberta have the largest size farms. In both provinces the average is 438 acres. Over a twenty-year period in Saskatchewan, the average size of farm increased about 17 per cent. Nova Scotia experienced the greatest increase, the average rising from 99.6 acres in 1921 to 116.9 acres in 1941. Prince Edward Island has the smallest farms, averaging 95.9 acres. In both this Province and Quebec, the number of farms have increased, but the average size per farm has decreased.

The growth of agriculture in the Prairie Provinces is reflected in the increase in size of farms. While Ontario had 11.5 per cent of its farms over 200 acres in 1941, Manitoba had over 30 per cent and Alberta and Saskatchewan nearly 70 per cent. 53.6 per cent of the farms in Alberta and 65.9 per cent of those in Saskatchewan were over 300 acres.

Present trends in agricultural production are of necessity only partly revealed in the census data. Since 1941, production shifts have been marked especially in the Prairie Provinces. A lesser acreage is in wheat, more in coarse grain and flax. Dairy, poultry and egg production have increased sharply. Especially marked has been the increased hog production. Between 1931 and 1941, hogs of farms increased from 4,699,831 to 6,093,109. By June, 1943, this total had gone up to 8,148,500. The Province of Alberta has replaced Ontario as a leading area of hog production in Canada. Saskatchewan follows closely behind Ontario. Nevertheless the census is a useful national stock-taking deserving of closer analysis than has been possible in the past.

The Newspaper Habit

The newspaper is the reading habit we acquire even before we are able to read—the habit which grows on us as we grow, increasing its appeal as our range of interests expands, declares Professor Bryden. It is the habit which is as much a part of the daily life of Canada as winding the clock, or drinking coffee at breakfast. Its hold on us lies in the fact that it supplies most thorough satisfaction of a basic human appetite—the hunger to know. It is the present-day's most complete answer to the question with which man salutes his fellow man, "What d'ye know?" Human curiosity, the hankering to know what goes on, is the inlet in the mass mind to which the newspaper is so securely fashioned. It accounts for the clear and constant access which the newspaper provides to the thought processes and emotions of the people.

Neglecting The North

Vilhjalmur Stefansson, Canadian-born Arctic explorer and expert, said in an interview in Ottawa that Canada had done very little to develop the Canadian Arctic. He contrasted the development of Alaska, at the mouth of the Mackenzie, from a settlement of a few dozen people to an out-post of less than a hundred, with the Russian development of Arctic settlements into towns and cities of 1,000 to 10,000 people. The Ottawa Citizen comments: "Mr. Stefansson does not exaggerate. So far as the Canadian Arctic goes—a vast territory capable of yielding great economic wealth—it remains a place on the map to most Canadians, and to Canadian governments. Trappers and traders go into the Northland, but that is about all. Mineral and oil wealth is discovered, but little is done about it.

"Little is done by comparison with what Russia does with an equally vast stretch of the same sort of territory. One instance of how Russia does things has been revealed in connection with the building of the oil pipe-line from Norman Wells to Whitehorse. The big problem the engineers ran into was the permanent ice just below the surface of the ground. It produced difficulties. The engineers looked for information and textbooks on the problem. They found some eventually—but not in Ottawa. They sent to Moscow for them.

"The present vast development in the Northwest, undertaken by the U.S. government and army, is viewed with little imagination from Ottawa. Most of the high officials concerned with northern affairs have never seen these developments. Neither have members of the cabinet. Maybe it doesn't matter—but it leaves a helpless feeling in the minds of those who know something of the north and its possibilities. In oil alone, that north is the richest potential source in the world. No, Stefansson does not exaggerate."

EDITORIAL NOTES

Just a month to Christmas, and so much still to do!

There should be no scarcity of coal here if the Car Ferry keeps running, seeing coal merchants must keep at least fifteen days supply always in store to meet all emergencies.

Tomorrow the Progressive Conservatives of Queen's meet to choose two candidates for next election. They have plenty to choose from, and may the best men win.

Immigrants to Canada during the six months ended September 30 totalled 5,033, a 15.1 per cent increase over the 4,374 immigrants arriving in the corresponding period of 1942, the immigration branch of the Mines Department announces.

This Maritime Province is not so active in Naval Week as it should be, for the reason that the local branch of the Navy League has still to be formally inaugurated. Mr. D. J. Bonnell has all the arrangements well in hand, just waiting a long expected visit from Navy League President Gibson to set the works in motion.

Relatives and friends of the American and Canadian repatriates from the Orient who are scheduled to arrive at New York December 2 on the exchange liner Gripsholm should not expect to meet them on the pier as this will not be permitted by the authorities for security reasons, the United States State Department announces. The Red Cross was designated the sole agency at the pier for the purpose of giving information to repatriates, delivery of mail and telegrams, as well as addresses, telephone numbers and other information as to where they can meet friends and relatives in New York.

Latest advices by mail from England, indicate that Island boys were all on tenter-hooks over the outcome of the "manoeuvres" they have been participating in, and the changes taking place in the different units, together with the establishing of new units. One officer writes: "Several Guardians arrived during the weekend, and after perusing them I passed copies on to P.E.I. lads for their enlightenment. They are certainly glad to hear from home. Wish their folks could see how their faces light up when the mail clerk comes through with a letter." Nuff said.

Post-war Canadian homes will not have radically changed exteriors, but will contain many prefabricated units such as kitchens, bathrooms and closets, according to the presidential report read before the annual meeting of the Canadian Builders' Supply Association. "Compregnated lumber"—compressed and saturated with a plastic—was hailed as a post-war building material for use in joists and rafters. It will not warp or swell with moisture and can be used in dimensions much smaller than wood to achieve a given strength, according to the report. Use of moulded plastic-bonded plywood, enamel, steel, light metals and various plastic substances was foreseen.

Charles Wellington Furse, English painter, born this date 1868; his talent was many-sided, excelling principally in portrait painting including a remarkably intimate portrait of "Mr. Justice Collins", and the "Master of the Hounds", which exhibited his technical knowledge of animals as well. He takes a rank among those painters of the impressionist school who seek fresh modes of expression without departing from the fundamental principles of the British school, and his early death in 1904 cut short a career of remarkable promise; in 1903 he was elected an A.R.A., and exhibited "The Return From the Ride", bought for the Chantry Collection; his other great work, "Diana of the Uplands" was bought by the trustees of the National Gallery; both are in the Tate Gallery, London.

Mount Royal is a very popular spot with skiers in Montreal during winter months, and it is estimated that since the Laurentians have become somewhat difficult of access for weekends, the average Sunday crowds on and around Mount Royal are in the vicinity of fifteen thousand. In view of the possible dangers that might arise from the massing together of such a large crowd, and wishing to prevent accidents, Montreal police authorities have decided to establish a police station on Mount Royal itself, and to station eight officers there, to superintend the movement of skiers, maintain order and at the same time educate the public as to the necessity of care, etc. These policemen will be on skis, and will carry first-aid kits with them. They will have as their mission the patrol of Mount Royal, the protection of the public, prevention of accidents and, whenever accidents occur, the giving of first aid pending the arrival of a doctor. Started in 1941 with two officers, this service is now carried out with eight constables, four working in daytime and the other quartette in the evening, and their work is highly appreciated by the entire population of Montreal.

PUBLIC FORUM

This column is open for the discussion by correspondents of the Charlottetown Guardian and the editor's opinion is not necessarily endorsed by the newspaper.

FREE PORTS IN CANADA

Sir—Will Canada have free ports along the coast? The purpose and having given a summary of the ports in Europe and America, the question will naturally be asked why the British Isles have not adopted the principle. The reply to this is that, having discarded her protective tariff in 1849 and having established free trade with the outside world, every harbour in the United Kingdom automatically became a free port. On the other hand, Canada has retained her protective custom tariff and taken no steps to facilitate her trade with the outside world.

Seven years ago, in 1936 the Canadian Senate, after a careful investigation by a special committee, passed unanimously an act to "Enable the Establishment, Organization and Maintenance of Free Trade Foreign Zones"; and sent it to the House of Commons for consideration. The act was discussed in the House but was sent to a committee where it was killed. Apparently the Government today is not opposed to a principle, for the Minister of Justice has quite recently encouraged the City of Quebec to petition the Ottawa authorities to have the position of their harbor converted into a free zone.

During the present world conflict the Government has realized that, when supplied with ample capital and with large orders to export upon, Canadian manufacturers are able and prepared to meet competition from all sources. British, European and American. They have also learned, from the phenomenal growth of the Canadian Navy, that we have in this country the makings of a Merchant Marine that in time will rival that of the other leading nations.

On top of these facts the rising generation of Canadians both officers and manufacturers, with their eyes open to the world possibilities, no longer will be willing to be curbed by the limited home market of 12,000,000 people. They foresee, what is bound to happen, viz a vast awakening of the hundreds of millions in the East in India, China, Japan, the Philippines and elsewhere. The French and Dutch Islands of the Pacific, who already are demanding standards of life on a par with those of the Western Hemisphere. To satisfy these demands of the future will test to the limit the transporting trading, producing and manufacturing possibilities of the American Continent. A guarantee indeed of satisfactory employment.

With an outlook such as the above, it is not conceivable that Canadian exporters, exporters and manufacturers, will stand idly by and see their efforts, Government and theirs, nullified by the necessary r.d. tape trammels. There will be those who will call for an all-Canada Free Trade policy, but they are in the minority. On the one hand and the protection of Canada's smaller industries will render such a policy impossible for the Government to accept and so the Government will be surely assent to the introduction of Free Trade Zones, wherever they can be to our advantage. I am, Sir, etc.

H. K. S. HEMMING

OUR WINTER PROBLEM

Sir—I trust you will forgive the liberty I take in addressing this letter to you. I am a humble citizen and not accustomed to writing so an appeal to you to use your splendid gift of placing important matters before the public, and the subject of transportation from the Island to this Province is one that touches every one of us. 1st—The present car ferry was built in 1914 and has a grand record in the years she has been in the service. But she is now twenty-nine years old and cannot possibly be as good a ship as she was for many years, regardless of how much repairs are done to her each summer.

2nd—I note by the papers during the past month she has been making six or eight crossings a week. But the point that is overlooked at this time of the year on the main engines and steering gear of the ship—it is the docking at each end of the run that places the heavy strain on her machinery especially when high winds prevail. It is then that every ounce of her seven thousand horse power engines are capable of must be used to turn and then fight her into the berth at the piers, and docking in a high wind sometimes as long as the run across.

3rd—Don't overlook this good old ship. Why not call on the proper authorities to have the her and relieve her making so many extra freight trips. The present ship could continue her regular passenger train runs and handle the rest. The sailing schedule could be so arranged that one steamer would not interfere with the other at the docks. Having the "Scotia" helping on the run now and until the ice starts drifting in, the Strals will save the big ferry for her regular job—fighting in mid-winter and early spring when she is so severely tested.

4th—The coal situation as regards this Province. We all know there is a coal shortage—but as our Province is an island and depending solely on the car ferry for supplies—if an accident should happen to her this winter our people would be in a very bad position for coal, oil and possibly food.

Then why not ask the proper authorities to give our Island a preference in regard to the shipment of coal and allow the coal merchants a sufficient stock of coal NOW—before the ice makes it so difficult to carry them through the winter months. But of course sell it in accordance with the regulations now in force. If anything happens the ferry this winter not a pound of coal can reach here. But on the mainland it is entirely different, as the coal is produced it can be transported daily by rail to the areas where it is most needed. But, not

"WE MUST BEWARE of trying to build a society in which nobody counts for anything except a politician or an official, a society where enterprise gains no reward, and thrift no privileges." The Rt. Hon. Winston Churchill. Churchill is right! THE ROYAL BANK OF CANADA

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Why The S.P.C.A.? In every country there are some people who are unkind to animals because they know there's not much an animal can do or say to them because they have become dependant on people for food and shelter, started a society called the S.P.C.A. to protect them from cruel or thoughtless owners, and from boys and girls who think it smart to bully something that can't talk back. If you can make friends with animals, you'll find out especially with dogs, how faithfully they will love you in return. But if you are unkind to them and tease them, they will hate you and probably try to bite you in self-defence, and you then have a cross

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The Poets' Corner FOUR NATIONS Upon this rock of firm intent From seas of storm and cark we land, Here under our solemn covenant Here strong before the future stand. Pilgrims like all who through the past From cave to tent to scholar's hall For greater good the faith held fast. Through famine, fire, and schemer's thrall, We anchor by the promised shore In the grim season of our years, And bless the earth with peaceful days. And on the plains warm light appears. May peace and plenty be and grow Where in good will our vow we do To guard the weak and ward the foe And bless the earth with peaceful days. —Charles Malam in the New York Herald Tribune. HEROIC BANDSMEN LODON (CP)—Royal Marine Bandsmen, many of whom man gunnery control systems on warships, have won three D.S.M.s, one B.E.M. and 14 medals, have been mentioned in despatches. Nearly 200 have lost their lives, including 17 bandmasters. Keep Minard's in the home

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