# THE CHARLOTTETOWN GUARDIAN

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

MONDAY, NOVEMBER, 22, 1943


## A Tragic Week-End

There will be general sympathy for the bereaved relatives and friends of the victims of the two fatal accidents which occurred here over the week-end. Mr. Smallwood, who lived only a few hours after the smashup of his car at a railway crossing, was very well and favorably known. Sympathy will go out especially to his aged mother, to whom he was most devoted. Death struck even more quickly and gruesomely in the case of Mr. Cheverie, who perished within a few feet of safety, in the hallway of a burning building where his charred body was recovered after much difficulty. Such tragedies happening in our midst serve to shock us out of our complacency, even more effectively than the reminder of life's brevity reaching us daily from the battlefields.

## The Sea Cadets

The Royal Canadian Sea Cadets, sponsored by the Navy League of Canada, have set a high standard for efficiency and service in both the fighting and merchant navies. They have the distinction of being decorated or mentioned in dispatches whenever a Canadian ship has been in action and decorations or special mention for bravery have been made.

The sea cadet movement is of course interested in training youths between the ages of 12 to 18 years to take their place in the fighting forces of the country. But there is also another place which the sea cadet is being trained to fill and that is the one of being a citizen of Canada.

In the past, sea cadet corps were confined to communities of more than 5,000 population. It is now possible to provide information and instruction to young Canadians from 12 to 18 years of age as individuals, groups of 25 or more and cadet units.

The sea cadet movement is not new. It was established in 1917 under the guidance and supervision of the Navy League and has grown into a vast organization which spreads across Canada. Last summer there were 13 sea cadet camps. Thousands of youths were trained by Navy experts. There is no compulsion to join the active forces but the training forms an excellent background of experience for the young men who intend to do so.

## War And Peace

Hon. C. D. Howe painted an optimistic picture of post-war possibilities in Canada in his address to the Maritime Board of Trade last week. He is of opinion that a "surprising number" of war plants can be converted without difficulty. Many new types of production that have been organized for war will continue in peace. Synethetic rubber, optical glass, radar equipment, were cited as examples of such industries. Several plants built to manufacture explosives have already been converted to produce fertilizers. For war industries which cannot be readily converted to peacetime use, it is hoped to substitute expanded peacetime industries, which should be organized without delay through "a partnership of government and producer."

In his address Mr. Howe cited the fishing industry, which in normal times produces a net income of some twelve to thirteen million dollars. For several years, he anticipates, the markets will readily absorb several times that production. "It seems reasonable to me," he says, "that the fishing industry in the Maritimes Provinces should set an objective of a net return of fifty million dollars per annum. The best of equipment should be provided, marketing organizations perfected and preparations made to employ the requisite number of men, as soon as men can be released from the fighting services or from war industry."

Another cabinet minister who has spoken optimistically of post-war conditions is Hon. C. G. Power, Minister of National Defense for Air, who in an Armistice Day speech expressed his confidence that Canadians can duplicate their wartime achievement in times of peace, by helping to build a new and better world.

While accepting these expressions of confidence in the spirit in which they are given, let us not forget that we haven't yet won the war. The powers-that-be might emphasize this fact a little more, as a warning against complacency and wishful thinking.

## Why No Coupon Rationing

The decision of the Wartime Prices and Trade Board to control the distribution of canned vegetables but not to ration this commodity by coupon was based on a study of several important factors, says an exchange.

The shortage of canned vegetables for civilian consumption is readily explained. The major causes are the heavy requirements of the armed forces and various defence projects, comparatively light crops, inability to obtain additional equipment with which to expand canning plants, and a shortage of metal containers. There is no question of the shortage of canned vegetables—the problem is one of regulating the flow of the available limited supply into areas and outlets in line with known consumer practices in the past.

Rationing by coupon would not do this—because the civilian consumption of canned vegetables varies from practically none at all in some areas to substantial quantities in others, particularly in industrial communities. The available supply of canned vegetables this season would be inadequate in these latter areas, were rationed allowances instituted—and, on the other hand, there would be a tendency in low-consuming territories to purchase in excess of normal needs. Thus the practical purpose of the Board's plan would be defeated.

If this point is realized, there will be no serious criticism of the W.P.T.B. policy of controlled distribution, without coupon rationing. The canned vegetables situation affords a good example of the truth that coupon rationing can do nothing to increase the supply of goods, or to assure an equitable—as distinguished from equal—sharing of them.

## — EDITORIAL NOTES —

We have now three political parties organized here, Progressive Conservative, Liberal, and the Co-operative Commonwealth Federation (Socialist).

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Sir Arthur Seymour Sullivan, English composer, died this date 1900; collaborated with Gilbert in series of popular operas, including "Patience", "H.M.S. Pinafore", "The Pirates of Penzance", "The Mikado", "The Gondoliers" and "The Yeoman of the Guard"; his most popular song is "The Lost Chord."

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All fuel dealers in Quebec Province have been notified by the Regional Fuel Representative that the recent coal order restricting deliveries has been relaxed with respect to hospitals, churches, offices, stores, but the one ton restriction on delivery to householders must be continued until each dealer has built a reserve of 15 days' normal winter delivery supply. The dealer must retain that reserve.

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The Federal Government has passed an order-in-council forbidding prosecutions for violation of any act or law relating to observance of the Lord's Day without permission of the Attorney-general of the province concerned. The federal Lord's Day Act already contains this provision, but it also says nothing in that act is to be construed as repealing any provision in force in any province before the Lord's Day Act was proclaimed. Now the Federal Act is made dominant.

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The Maritime Hospital Association's plan for hospital care has been endorsed in Halifax at a meeting attended by members of the medical, nursing and legal professions, social and fraternal organizations, clergymen and businessmen. Mr. T. L. Doyle of Charlottetown, field representative in charge of enrolment explained the non-profit hospitalization plan which provides medical care for a single subscriber at a cost of less than two cents daily, and for a married couple with children under 17 at slightly more than three cents daily

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The Prices Board announces that religious and charitable organizations may accept donations of homemade jams and jellies if they are for use by these organizations or to be sold in aid of charities. Institutions receiving and wishing to sell such donations must first obtain permission from their local ration board to sell jams or jellies without collecting ration coupons. Selling of large quantities of these rationed commodities, however, is discouraged.

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Canadian Pacific Airlines Ltd. has applied to the department of transport for permission to operate passenger planes between Saint John and Halifax and are prepared to start an air service within seven days after receiving the necessary permit. In a letter to Mayor J. E. Lloyd of Halifax, Mr. C. H. Dickens, vice-president and general manager of the airline, stated that if the service is inaugurated two twin-engine Beechcraft planes will be used. He added that larger planes will be put into service when airport facilities at Saint John are enlarged. Mr. Dickens also mentioned the possibility of additional connecting services to other points in the Maritimes including from New Glasgow to Charlottetown.

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The overworked Government employees are seeking relief from their labours. The Civil Service Association has asked that a cost-of-living bonus on a flat rate, exempt from income tax, be granted all civil servants; payment of statutory increases for civil servants above the current $3,000 "ceiling," fixing of a basic salary rate of $75 a month for grade 1 employees; and abolition of the "quota" system for the granting of permanency. It also asked that a civil service council with equal representation of government workers and the administration, be formed to improve employer-employee relations, and that it be presided over by an impartial chairman. The federation asked that the civil service hours be reduced from 7 1-2 to 6 1-2 hours — the regular peacetime schedule — after the war; and that post-war reduction of hours be considered for employees working more than 40 hours a week.

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Writes an Ottawa correspondent: "From this time on, too, there will be increasing pressure on the military staffs to keep the army up to strength. The tightness in the air force has evidently been eased, according to last week's statement of Air Minister C. G. Power, and Naval Minister Macdonald admits that while there is still difficulty in getting sufficient training facilities the task of getting naval recruits is not serious. Equality of sacrifice on a geographical basis is still far from achievement. there is still an apparent abundance of manpower in Quebec for everything but service in the armed forces, and apparently that condition is to be allowed to continue indefinitely. Justice Minister Louis St. Laurent now admits that the plebiscite didn't do the government much good, especially in Quebec, and the general policy of appeasement toward that province has done the administration positive harm. Peace at any price seems to be the policy but what about the time next spring when there is an undeniable challenge to this country to back the attack in Europe with more men and when the reservoir in the other eight provinces has been really scraped?"

## Notes By The Way

**Thank News from Belgium for** the following: "At Liege one of the control services has been set up in the ancient Prince Bishop's palace. Belgians who have to go there on business must pass before a huge portrait of Hitler. Almost everyone smiles when he passes in front of it. Why? Because, says an underground newspaper, a frank hand has written below this portrait these simple words: "Spitting Is Forbidden.'"—New York World-Telegram.

**After this war there is little doubt** that civilian air passenger traffic will eclipse anything that the world has ever seen. People who have crossed a continent in eighteen hours, or an ocean in ten hours, will not likely return to week-long trips on any other medium. Coming generations will fly, or be flown, with as little concern over that fact as present generations have shown with regard to boats, trains and automobiles. It will be a flying world. —Victoria Colonist.

**The post-war world, as the National** Safety Council foresees it, will not be entirely a gadget-ruled Elysium. On the contrary, its early years at least will be filled with highway terrors, with a mounting score of traffic accidents and violent deaths. The factors making for this result are almost completely convincing as the council portrays them. There will be, in the first place, millions of soldiers, inured to danger and accustomed to taking risks. In the second place there will be more millions of civilian drivers, whose driving skill has deteriorated. suddenly given full tanks and rarin' to go places fast. A good many of them will have decrepit cars, with tires worn to the danger point and with structural defects of all sorts. Finally they will be driving over neglected roads, many in a sad state of repair. —Baltimore Sun.

**Ten thousand Greek war or**phans, between ten and fourteen years of age, are roaming eastern Greece sabotaging Nazi ammunition dumps trains, stores and houses. refugees reaching Egypt from the occupied mainland report. The Germans call the baby guerillas "Little Wolves." The Salonika district is the main centre of operatoins for the lads who are reported to have formed their own loose-knit organization and to have adopted their own code of faith and honor which includes absolute silence under questioning if captured. The boys operate in small bands, and apparently pilfer Axis stores for the dynamite and other matterials they use in their work. They eat and sleep where they can. —Montreal Star.

**All chaplains are being asked to** watch for men in the forces who might enter the ministry after the war. One prisoner-of-war camp in Italy has a small theological college of its own. There are 20 men studying and the staff of lecturers, which maintains ten courses of lectures, includes a scholar of Christ Church, Oxford, and a double first, another scholar of Corpus Christi, Oxford, and graduate in modern history. —Manchester Guardian.

**After its magnificent response** in the Fifth Victory Loan, no one should worry about civilian Canada. The hearts of the people are sound their will to victory is as firm as ever. They are standing loyally behind their fighting men and their government leaders. They are pledging all that they have for the preservation of freedom and a better world to come. Their hopes must never to disappointed. —Hamilton Spectator.

**Initiations as they are today** practised in many universities must be a startling revelation to the incoming student seeking a higher education. We have often wondered what passes through the minds of freshmen when they find themselves confronted with the juvenile brutalities and ponderous mumbo-jumb enforced by older students whose claims to maturity can only be measured in terms of time. Initiations of this nature are a relic of barbarism. The so-called tests of hardihood all directly descended from the trials by flesh and fire practised by our savage ancestors and still used in certain rituals of aboriginal peoples. The practice of compelling first year students to wear publicly articles of clothing denoting their status has its counterpart among uncivilized tribes today, where branding and tattooing is restorted to for identification and classification. It is indeed a strange beginning to higher education, this childish and atavistic imitation of certain customs still clung to by backward races. The universities have the power to discontinue the ludicrous and harmful practice. —Kingston Whig-Standard.

**The Normandie or Lafayette is** again upright and soon —after nearly two years in the mud — will be as good as new if nothing else happens. —Kansas City Star.

**Almost fifty years have passed** since Coxey's Army marched on Washington and yet the original "General" Jacob S. Coxey is going strong. "White-haired at ninety and still wearing his high, gates-ajar collar, Coxey is campaigning for mayor of Massillon, O., on a platform covering the war effort, stray dogs, circuses and drunks. Coxey's historic bid for fame was his march, on the nationals capital May 1, 1894, with an army of jobless seeking a program of road construction and other public improvements to be financed by non-interest bearing bonds. Police disbanded the army, arrested the "general" on the Capitol steps. —Vancouver Sun.

**Statisticians have made much of** the fact that more boys than girls are born in war. Prof. Constantine Panunzio (University of California) went over all the facts and explanations for the Milbank Fund and concluded that "there seems to be some evidence that war does increase the ratio of males at birth." But he is not satisfied and wants more material. If further studies support the statisticians, Panunzio thinks that painstaking investigation and experimentation are called for. If this fails, biologists will find themselves confronting a granite wall. —New York Times.

## Wartime Efforts Of Farmers In England

(Lord Portsmouth, in B. B. C. Press Release)

Sometimes I think that the work of the home farmer in England, in these last few years, has not been properly understood. You see, it is only possible to do that when we consider how much he has had to change his way.

Before the war, we had a comparatively small number of arable farmers as good as any in the world. On the other hand, most of what we produced in England ended as meat milk, pigs and eggs. Our cows, pigs and chickens were merely food factories, converting grain mostly grown overseas, especially in the Empire

Millions of acres were in permanent grass; in some counties hardly any land was under the plough. We were, in fact, importing a greater weight of animal foodstuffs than human foodstuffs. On many small farms the land was merely used as an exercise ground — as a sort of recreation park for cows. Many of the farmers had not put a plough into the land for years. They had no implements, tractors, or horses and some had forgotten the elementary arts of cultivation.

In September 1939, this had to be altered overnight. We could only bring in about fifteen per cent of the imports of animal foodstuffs we used to take, and every acre of ground was needed for grain and milk for direct human consumption. How were we to meet this new situation?

Well, farmers in England, as in most parts of the Empire and indeed, the world, had had the thin end of the stick for years. As we farmers saw it we had sweated, taken the risks, reaped and sowed, while others whom we pictured, perhaps unjustly, as well paunched, rapacious middlemen, took the profits. Yet, somehow or other, our farmers knew it was up to them to pull the country out of a mess, which was certainly not of their making.

All the same, our Government had done two or three very wise things It had started before the war to encourage ploughing up the grassland and the improvement of fertility. It had got a reserve of tractors and some other implements in stock and with wisdom rare in Governments decided that British farming would do best if it were decentralized and run by its own people. So, in every county selected War Agricultural Committees were set up, consisting for the most part of well known local farmers and countrymen. These in their turn set up district committees to encourage, direct and supervise the actual farming in each district. County organizations vary enormously, because each county is given a fairly free hand to organize as it thinks fit, but generally speaking, each district consists of about 100,000 acres.

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In my own county, we have six such districts and 7,000 farmers and market gardeners with holdings of over five acres. Many of these market gardeners were growing luxury crops, such as flowers, which had to go by the board. Pig and chicken farmers who had relied on bought foodstuffs had generally to go out of business, but they all bore their sacrifice with magnificent patriotism

Dairy farmers had to be tought to grow food for their own cattle over and above their usual hay. In some cases it meant learning a new technique from the very beginning.

There was a small staff of none to highly paid technical experts in each county. Perhaps the greatest single advantage we had between the wars, was the formation of this technical staff who really knew their job thoroughly and who now work from daylight until far into the night in field and office. They are doing jobs which would fetch five times the salary in industry or commerce.

Many of our sources of artificial fertilizer were cut off and we had to do everything to improve our use of natural fetrilizers, like dung. I can remember an old farm carter making an experimental manure heap with strange ingredients saying: "I've seen a sight of dung heaps in my time, but I ain't never seen one cut capers like this 'ere."

The technical staff would have been swamped at the outset had it not been for the labours of the pioneer farmers in helping their less up to date neighbours and in passing on the findings of science and the application of good husbandry. One real "dyed in the wool" backwoods farmer I know has been persuaded much against his will to alter his habits. He came up to a friend of mine (who did the persuading) in the market and said to him: "George, you'm right about they heifers, I'm blistered if you'm not."

In my county today there are something like four hundred farmers, members of various War Agricultural Committees, giving up anything from one to five days a week voluntarily helping their neighbours, while they run their own farms as well, short handed and always making shift It is hard to find a parallel in any industry where the whole of the work to increase production, to supervise and sometimes to order a prescribed cropping, has been done entirely, except for the technical staff, by such voluntary help. Moreover, it has not been due to the big rewards on the farming side. No farmer is making a fortune in this war. He is growing the food but the Government by its taxation is taking all the profit above a certain figure.

## Soviet Sailors Study English

By G. Leonidov

Of all foreign languages studied by the sailors of the Soviet merchant marine, English is the most popular. According to information received from the People's Commissariat of the Merchant Marine, and also from some of the sailors' trade union leaders, nine-tenths of all those who study in circles aboard ship and in port have chosen English as their subject.

In one of the first numbers of the Morskoi Flot (Merchant Marine), the journal of the central committee of the Sea Transportation Workers' Trade Union, which has been appearing in Moscow for the last three months, there appeared an article by Captain D. Lukhmanov, who advised the members of the merchant marine "to take more seriously to the study of the English language, in which so many books have been printed that are valuable and useful for sailors."

Lukhmanov's advice met with a lively response. The editorial offices of the paper have received many letters from its readers, who state from their personal observation that "a knowledge of foreign languages, especially of English, is very important for sailors of all nationalities." The correspondents point out that today it is particularly important for Soviet sailors to know English, since the English-speaking countries are our Allies in the struggle against fascist tyranny, and when caravans of ships flying the flags of the United Nations are plying the oceans with loads of arms and ammunition.

Dozens of English circles have been organized on Soviet sea-going vessels and in ports. Captains, mates, helmsmen, boatswains, radio operators, mechanics, ship emmuch of his time in foreign waters ployees and dockers are among the students. One sailor who has spent told me that the members of his English circle were making great progress. Although conditions on long-distance voyages were very trying, the men managed to get together for their lessons, and found time to prepare their "homework."

The purpose of these circles is to give the students a good enough knowledge of the language to enable them to read the sailing directions in commercial documents written in English, to make themselves understood should they wish to buy anything on shore, and to discuss ship repairs.

On land, students of the English language have to follow a much stricter program. Every port has special two and three-year study courses with a staff of qualified teachers. These courses are attended by the ships' officers and members of the port administration. Officers also have a correspondence department which examines them when they come to port and supplies them with textbooks and a program of study before they leave. Those who take these correspondence courses — mainly captains and mates—get English conversational practice in the foreign ports they visit.

The Sailors' Trade Union helps by organizing study circles and courses in English, and by supplying the necessary textbooks. The Union also arranges competitions among the students. At seamen's clubs and on board ship amateur art groups often give recitals of English songs popular with American and British sailors.


**Progressive Conservative Convention**

For

**Queen's County**

to nominate two candidates to contest the next Dominion Election will be held in the Empire Theatre, Charlottetown on Thursday, November 25th, 1943, at 1:30 P. M.

All Poll Chairmen are to see that five regularly accredited delegates are appointed from each poll. Mr. Gordon Graydon, M.P., Progressive Conservative House Leader in the House of Commons and Dominion President will address the Convention.

J. A. MacDonald, Secretary. — T. B. Rogers, President.

11-10-13-17-20-22-24.

**ATTENTION SHEEP BREEDERS**

The Sheep Expansion Policy of the Prince Edward Island Department of Agriculture will be conducted this season on the same basis as that of 1942. Under this policy assistance to the extent of $2.00 per ewe up to a maximum payment of $20.00 will be provided for farmers establishing new flocks.

Flocks will be inspected and passed by a representative of the Provincial or Dominion Department of Agriculture.

Full information regarding this policy may be secured at the above mentioned Department or by applying by mail for a copy of the Outline of the Policy.

W. R. SHAW,
Deputy Minister of Agriculture

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When kidneys get out of order, excess acids and poisons remain in the system. Then backache, headache, rheumatic pain, disturbed rest or that "tired-all-the-time" feeling may soon follow. To help keep your kidneys in good order—to help guard against physical let-down—use Dodd's Kidney Pills, for over half a century a favourite remedy for faulty kidneys. Ask for Dodd's Kidney Pills at any drug counter. Look for the blue box with the red band. 126

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