

THE CHARLOTTETOWN GUARDIAN

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

SATURDAY, MARCH 22, 1941

Maritime Air Service

Some time ago it was announced by Hon. W. P. Mulock, Postmaster General, that on or about April 15 the Trans-Canada air mail service would be extended from Moncton, the present eastern terminal, to Halifax, and that the frequency of service between Moncton, Moncton and Halifax would be increased to two round trips daily, including Sunday.

New Brunswick members are now pressing in the House of Commons for extension of the Trans-Canada service to Saint John as well as Halifax. Transport Minister Howe has stated in reply that consideration is being given to providing better air service not only to Saint John, but to Fredericton, Sydney and Charlottetown.

Our Board of Trade should not miss this opportunity of again pressing for such improvement. There are two matters of complaint with regard to the feeder service to this city. We want through air ticket arrangements to other parts of Canada, and also the application of the statutory 6 cents per mile air rate basis for passengers.

The present rate of 8 cents constitutes a discrimination which, in view of the fact that the service is subsidized by the Dominion Government, should not be tolerated. The inauguration of the new transcontinental plane service to Halifax is the opportune time for effecting a general improvement in the whole Maritime service, which is conceded to be long overdue.

The Coming Session

The second session of the present General Assembly of the Province opens here on Monday. The fact that we are at war, that there is no election in the immediate offing, and that comparatively little legislation is anticipated, are factors which should make for brevity. However, the Opposition, though numerically weak, have an important function to perform. It is their duty to probe the Government's record, and every facility should be provided for full and frank discussion of public affairs.

Last year Hon. Dr. MacMillan and his colleagues in Opposition had frequently to complain of the withholding of information, a procedure which is not calculated to inspire confidence in any administration.

It is hoped that the Government will take a wiser course this year. If so, it can depend upon the Opposition for loyal support in all measures connected with provincial and national interests. There is happily no division of opinion as to the all-important issues at stake in our war efforts. It depends largely upon Premier Campbell and his supporters whether the session will be conducive to furthering these efforts.

Harbor Facilities Needed

It is announced at Ottawa that temporary additions to harbor facilities at Saint John are being planned "to meet wartime demands." It is proposed to build a structure 900 by 60 feet to accommodate cargo lighters, on which three standard railway tracks will be laid; also to extend the loading facilities of both Halifax and Saint John to meet more emergencies by introducing a system of lighters so that in addition to the loading alongside docks it will be possible to load at anchorages in the harbor.

Again we are reminded of the neglected condition of our own railway wharf at Charlottetown, of the money voted but never expended on this project, of the contract being cancelled on the excuse of "wartime economy" after the material had actually been purchased and brought here at considerable expense. There is now a shortage of modern harbor facilities in the Maritimes, and "temporary additions" have to be erected elsewhere because of the same war exigencies which have been given as an excuse for neglecting the Charlottetown project.

It is to be hoped that not only will the money for this work be re-voted at the present parliamentary session (as Mayor Holman predicts) but that it will actually be expended. Had we representatives worth their salt at Ottawa, the job would long ago have been pushed to completion.

A Publicity Suggestion

In the early months of the war the Dominion Government was perhaps justified in scrupulously avoiding anything in the nature of Canadian war propaganda in the United States. The passing of the lease-lend bill, with its implication of all possible assistance to the British Commonwealth, has put the matter in a different light. The overwhelming majority of the people of the United States would now welcome information about Canada's war programme. Here, suggests an exchange, is an excellent opportunity for government publicity efforts.

"Millions of Americans have never been told about the sacrifices Canada is making. For eighteen months the Canadian Legation at Washington was all but silent so far as effective public exposition of this country's case was concerned. Happily, that situation can now be remedied by the appointment of Hon. Leighton McCarthy as Envoy Extraordinary and Minister Plenipotentiary and steps should be taken to remove the impression that Canada does not lease or lend but demands cash for everything Britain obtains from this country.

A Sad Fatality

The victim of the R. C. A. F. plane crash near Sussex on Thursday was not a novice of this Province, but the fact that he was training at the Summerside airport made him "one of us" for the time being, and it was with deep concern that our citizens learned of his tragic death. Such accidents are inevitable occasionally in such large-scale operations as are involved in the air training scheme. They occur despite every precaution, but their percentage is surprisingly low in comparison with the number of students in training and the number of flying hours put in daily. The bereaved relatives of Pilot Murray, who reside in British Columbia, have the consolation of knowing that he fell in the service of King and country, just as truly as if he had been in actual combat overseas. His comrades will truly honour his memory; and Prince Edward Island, to which he came to complete his training, will rank him among our own gallant band of war heroes.

EDITORIAL NOTES

Many are anxious to become manager of the City Water Works and Secretary to the Commission, but the Commissioners are holding their hand.

Tomorrow in every Church throughout the Empire prayers will be offered for the Allies in their defence of Christian civilization, especially for the valiant men, women and children being sacrificed, while the rest of us at their expense, enjoy a measure of peace and prosperity.

It appears European industrialists and others admitted to Canada under special regulation in 1939-40 numbered 60 and had \$4,200,000 capital. Visas were granted 810 family units from Central Europe for settlement on farms. Of this number, 507 families were in possession of total capital of \$1,380,000, and the remainder of 303 Czechoslovak families had \$518,202 for use in settlement.

After being vacant for over a year, the late Mr. Justice F. G. Taylor's judgeship in Manitoba, has been filled by the appointment of the Hon. W. J. Major, Attorney-general. Mr. Major, who lives at East Kildonan, Man., was first elected to the Manitoba Legislature at the general election in 1927. He was appointed attorney-general in April, 1927. He resigned from the cabinet during the 1929 session and was reappointed in May the same year. In 1936 he was appointed Minister of Municipal Affairs.

Too often, Mr. M. J. Coldwell, M. P., C.C.F. leader told Montreal Forum, the men sent to Parliament were sent there by people of a constituency who sought to do them the honor of electing them because the representative had done something for the community, instead of electing men who would be able to cope with the situation. He wished, he said, that the Canadian Parliament was as full of life as its British counterpart. This Province must be the proverbial exception, because it elected four men who had done nothing and have not yet done, anything worthwhile for the community, and show no indication of being able to cope with our present situation of neglect by the Government.

In the House of Commons, Mr. J. H. Blackmore (N. D. Lethbridge) quoted a report that a British inquiry for 22,500,000 pounds of lard was expected to be filled by the United States on March 11. Mr. Blackmore also mentioned a suggestion that the United States might give wheat and other foodstuffs to Britain. He asked whether the Canadian government had taken steps to see Canada supplied Britain with foods the Dominion was in position to produce. Prime Minister King replied that Canada was taking every precaution to see that in supplying foodstuffs to Britain the Dominion went as far as possible in meeting British wishes.

Millions of hens, whose existence in English and Welsh backyards had been unsuspected, have been counted in a census undertaken to provide the basis for rationing garden poultry keepers' feeding stuffs. It had been estimated by the Ministry of Agriculture that these egg-layers numbered fewer than 6,000,000, whereas the actual count showed that nearly 600,000 people were keeping 10,000,000 garden poultry. The Ministry of Agriculture's policy has been modified by this tremendous poultry population, and the brake is to be put on expansion. "The government has no immediate intention of encouraging a rapid development of garden poultry keeping," said Mr. Tom Williams, Parliamentary Secretary to the Ministry of Agriculture. "The development has already been sufficiently fast to strain the resources of the commercial poultry-keeping industry, and it is vital that the small-scale amateur should start off with sound stock and adequate technical help." Domestic poultry-keepers, he added, would have to provide the bulk of their hens' feed from household scraps.

The British Colonial Stamp Act which directly led to the American War of Independence passed by the Grenville Government 1765. Since the middle of the 18th century relations had been strained, owing to the policy of Grenville's Ministry, supported by George III, in rigidly enforcing the laws which gave Britain a monopoly of American trade. Smuggling was circumvented, and resentment led to political restrictions to taxation by Britain. Rockingham in 1766 repealed Grenville's Stamp Act of the previous year, but in 1767 some new duties were imposed. These were met by passive resistance the Americans denying the right of the English parliament, in which they were not represented, to tax these, and declaring they owed allegiance to the crown alone. In 1773 Lord North repealed all duties except that on tea, which the India Co. could send to America from England without English duty, so that the price in America was much lower than in England. But the American colonists were concerned with the principle, and the tea ships were boarded in Boston Harbour and their cargoes thrown overboard. Boston was deprived by Britain of its charter, a volunteer American army was raised, and the war which definitely severed Britain from her American colonies (except Canada) was on.

NOTES BY THE WAY

From Santiago, Chile—the "Populist Housing Corp" (a Government institution) will deliver 245 new brick houses for working people during this month of March in the cities of Coquimbo, Serena and Valparaiso. Several thousand new homes have likewise been delivered, all over the country, during the last two years. Road and house building has largely increased of late, mainly with the reconstruction going on in the cities destroyed by the 1939 earthquake.

That retaining of cement is being contemplated in the near future, a special commission is in charge of the distribution of cement and its importation has been made free of duty. In other words there is a market for Canadian producers and exporters. Chilean fruits just arrived by Chilean steamer "Imperial" were sold at auction in New York, in March. The shipment, consisting of some 8,000 cases, is composed of 2,282 cases honey-dew melons, 3,300 nectarines, 1,200 plums and 890 grapes, and 347 cases peaches. Besides the fruit, hundreds of cases of Chilean vermouth, champagne and assorted table wines (French types) arrived at the auction. A small part of this appetizing cargo will be unloaded, via New York, on the Canadian markets.—Chilean Press Service.

The Turkish Government in sending its reply to the recent note from Berlin set it written in Turkish, which is a sardonic comment on the fact that the note was written in German. The note was written in German without any translation. That is not the only sardonic comment. It lightens the note or tragic drama of international relations. There is a story told in the early days of the Irish Free State it was the desire of the Government to despatch their official communications to London with the salutation and the farewell in Gaelic, while the body of the message was in English. Among the British officials through whose hands the communications passed were a couple of Gaelic scholars and one day they got together and decided to reply to Dublin with the greeting and the salutation in Gaelic. Tradition relates that when the Dublin administrator some months later translated it and the Germans might possibly find the same trouble with the Turkish reply. Here's hoping they do.—Sault Ste. Marie Star.

An admission by a millinery designer who went to Chicago to exhibit his new "creativity" caused us to revert to a subject which has intrigued us before—why the modern woman is required to wear such funny hats if she wishes to be taken seriously. We saw some of the women who design these monstransties, and that if designing was left in the hands of women only, hats would be quite different. The designer of fashion appears to want the man-made design, even if she is an ardent feminist, and the top-flight designers are men, just as the top-flight designers of men are also. According to the man in Chicago there is a purpose behind the design of hats. The man made to bring out the latent beauty in a woman's face; to make a man want to notice the face rather than the hat. This man's purpose is to bring out the latent beauty in a woman's face; to make a man want to notice the face rather than the hat. This man's purpose is to bring out the latent beauty in a woman's face; to make a man want to notice the face rather than the hat.

The R.A.F. has discovered a new way of providing roast pork, even more elaborate than that recorded by Charles Lamb of burning the fat down and the skin with it. But since it was the Germans who paid, and the inhabitants of occupied France who got the pork, there is something to be said for it. A month or two ago the Germans went round a district of Northern France collecting every pig they could lay their hands on, and they usually without paying any attention to the needs of the French. They loaded the pigs on to a cargo ship of some five thousand tons, and set sail for Germany. They must have congratulated themselves that now at last there would be some of their beloved sausages in Germany. But the Germans had put out of harbor and begun to creep cautiously along the crabs before the R.A.F. took a hand. The ship was sunk, the pigs were scattered, and there was no roast pork for dinner in many French homes that day.—Scotsman.

Vernon Lee observed years ago that only a vanquished nation can civilize its victors. No amount of civilizing among the vanquished can ever produce the effect of a victorious army suddenly finding itself in the midst of the superior civilization of a conquered people. A gang of stupid and rapacious ruffians belonging to the Ironrunners of Montaigne, Shakespeare, Cervantes, of the Renaissance of learning in Europe. The expeditionary forces of the United States, England and British colonies were not conquerors of an inferior strain living among their victims in France years ago but seeds of French civilization were sown with them, and with the cultural effect yet to be measured. It will prove to have been subtle, deep and wide, no doubt. The present German occupation of France, likewise, shrewd as it may be, will have deep and far-reaching effects on the German people. Americans of the expeditionary force learned many things from the French, and it is important of all, perhaps, that money, comfort and physical convenience are not the chief end of their German conquerors. They are secretly learning now to laugh at their false gods; at the comic delusion that man exists for the state and not the state for man; at the stupid and rapacious leaders who exploit this fallacy and their folk so that they may know at any cost for a while the exuberations of their power. Day by day, and whether they know it or not, French

Irony will be entering into their souls.—N. Y. Herald Tribune.

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.

THE OWL BOUNTY

Sir—In a letter received last week from a resident of another Province the following appeared: "I am wondering whether or not the P. E. Island Government is still wasting its money by paying a bounty on owls and if so, on what species is it now paid?" What was his idea of enquiring I cannot say, but do not imagine it was for "bootleg" purposes.

I was sorry as well as ashamed to have to tell him the facts, which I did by enclosing the advertisement appearing in the press. It is true of course that owls have to eat to live but nevertheless they are objects much more important part in the plan of life.

Our experience has been that where birds are well fed and look after as the majority of them have been this year, that neither Hawks or Owls are able to capture them, but will weed out the weakest. The owls, by keeping the race up to a high level, if those were allowed to multiply it would only be a question of time until disease or something else would replace the predators. While Owls add a touch of romance to our northern winters and their rare beauty makes them objects much more important than most every gunner in the country and when they are being shot anyhow it seems to me that in this time of great need, a needless waste of public money.

The Bible tells of a man who was fulfilling his part in the great plan of the Creator and they went upon their knees and prayed. He was brought in on a charger and given to the damsel. We never admired the investigators of that crime and we do not read that he was even paid a dollar bill but do read that "he was very sorry."

COUNTRY RESIDENT

THE POWER OF PRAYER

Sir—Sunday, March 23, has been set apart as a day of humble prayer and intercession to Almighty God on behalf of the cause undertaken by the Empire and her Allies. The call of the hour, is for men who are mighty in prayer, masters of supplication and intercession. The God of Elijah was the answering God. Something happened when Elijah prayed. He would not have happened if he had not prayed. It is the same today. Peace and speedy victory rest not on the wings of the wind, but on the shoulders of the mighty men of God who have their faces in the dust. God is unchanging and His Word is true. His Word is in harmony with one another and the great plan and purpose of God. Let us pray, and as one writer puts it, "behind the pillars of the sky and the hand that lighted a million stars, let us pray for the Father in Heaven never looked upon a greater source of power than men upon their knees, pouring out their petitions to the Father in Heaven. Let this not be a day of muttered mouthings or great swelling words of vanity uttered for the ears of men, but one of heart searching and heart rending intercession before the Throne of the Ancient of Days. Which was and is and is to come, the Almighty, let us pray for the people for this Empire that the inhabitants may repent of their sins and once again seek the Saviour, Who is the Father of our Lord Jesus Christ, the only source of power and prestige in the assemblies of men. Only by laying hold upon the power of the Living God as furnished in the dynamics of His ageless Gospel can victory be won.

Prayer is no child's play! More than once in the history of the world has the fate of a nation hung on the prayer of a single man. These old giants of the Faith who prayed mightily with tears and with their faces in the dust were able to hold the very elements in check. Has God changed? Has the God Who breathed life into the first man, lost His power? Never. And in this hour of dire extremity let us do what Gods real men and women have always done. Fast, pray, and intercede. The power of Jehovah, which are called by my name, shall humble themselves, and pray, and seek my face and turn from their wicked ways; they will I hear from heaven, and will forgive their sin, and heal their land." A dateless promise!

I am Sir etc. R. W. ROSS.

A FISH-EATING CRANE

Sir—In Tuesday's issue of your paper appeared a letter in the Public Forum column headed, "A Fish-eating Crane" and signed "Fair Play" in which the writer challenged the authenticity of a statement of Mr. J. Larabee, Inspector of Fisheries, made at a recent meeting of the Fish and Game Association.

It is apparent that "Fair Play" doesn't know his "cranes"; if he did, and had the interest of the birds at heart, he would be content to "let sleeping dogs lie" and not demand proof of a deed committed by a bird that is already walking on very thin ice.

Mr. Larabee's words, if the writer remembers correctly were, "The Hatcheries Superintendent at Cardigan, Mr. C. told me that he shot a crane one morning at the Hatchery that when opened its stomach was found to contain 90 odd trout, I think it was 97." To be perfectly exact the count was 95. The trout in question would be from 1 1/2 to 2 inches in length and were removed by the bird from one of the circular cement rearings. These pools are approximately 30 feet in circumference and each contain from 15,000 to 20,000 fingerling trout.

Mr. Larabee will have no trouble in proving his statement if he cares to take the trouble to do so. This statement was even made in answer to a direct question by a member re: cranes versus trout. The question of action against the crane was not even mentioned. Some years ago an old fisherman told the writer that he watched a crane one evening feeding on the fish in a river and saw this particular bird catch and swallow an even dozen gaspereaux. The crane had some difficulty in

WORDS OF CHALLENGE

A THOUGHT A DAY FOR A PEOPLE AT WAR

"I can see a mighty army of crusaders from the four corners of the earth coming to the aid of the Meteor Flag of England. I have a vision of the Flag moving slowly but inexorably back to the European continent. May we have the loyalty and strength of this vision into works, so that it will become, in our time, a reality."—J. C. Anderson, K. C., Mayor of Oshawa.

getting the larger fish down but had no trouble whatever with the smaller run. Now, if a crane can consume a dozen fish of the size of herring (at least a dozen, may be more, the matter of 95 2 inch trout would be an appetizer, nothing more), and if this particular crane had been left at his work for another 20 minutes, the count might easily have been 195.

"Fair Play" would be well advised not to insist too strongly on the proof of Mr. Larabee's statement. The writer has always considered the crane (our great blue heron) to give the scientific done as a picturesque, amusing bird, one that would be greatly missed from our landscape, and has no desire to see it placed at the business end of a 12 gauge shotgun.

I am, Sir, etc. FISHERMAN.

LIVESTOCK MARKETING

Sir—I feel that an explanation should be given the public regarding recent matters pertaining to the present status of the Livestock Marketing Board, something of its record in the past and the steps which may be taken in the near future.

As the set-up is today and has been for the last few years, we have practically a two-drover system representing two packing plants; the independent drovers representing Davis & Fraser and the Marketing Board representing Swits.

When this organization was set up about eight years ago, the cost of marketing a 150 pound hog between the producer and the packer was about \$1.00, and no doubt the packer, when he bought through drovers, established a similar charge. However, I find that in the next two years, although the volume of hogs shipped doubled, the cost actually increased to about \$1.15 a hog. During the next five years the volume more than doubled, but the cost advanced to about \$1.45 per hog. It would seem to me according to the past record that with the expected 100% increase of business anticipated under the new compulsory scheme, the costs will continue to soar and may go very much higher.

While these high costs of selling through the Board prevailed, the drover continued to do business on his original commission of about \$1.00. In view of this spread the farmer had to take about forty-five cents less per hog if he sold through the Marketing Board in preference to the drover. This condition, as it existed previous to 1940 forced the Hunter River Club to discontinue marketing through the Board.

Immediately a change took place in the manner in which the Board did business in Hunter River, to the extent that the farmer received for a few months an extra dollar per hog in addition to market values. Since then, the farmer has been receiving through the Board's representative from 50 to 75 cents per hog more than had previously been paid through the Club, according to market value. No doubt this extra money received at Hunter River would have to be paid at the expense of farmers elsewhere. Even previous to this a similar practice was followed with respect to Charlottetown, in order to meet competition there. These unconstitutional practices were ignored by the directors of the Board who claimed to be watching the situation closely.

While the drover was able practically to put the Club out of business at Hunter River, the drovers in other large centres of hog production were able to seriously reduce the volume of business done by the Club in those centres. A peculiar situation has arisen in which the Marketing Board is applying to the Government for a compulsory scheme to shut out of business the very drovers whose competition they were unable to meet in the central part of the Province. It seems to me that their sorry record in the past does not justify the continuance of the present management in any future scheme.

Further the manner in which the Board at first attempted to foil the compulsory scheme upon the farmers with as little discussion as possible, and without even a public meeting does not tend to create confidence in thoughtful people. It was even more to appear that the Sheep Breeders' Association and Swine Breeders' Assoc-

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lation had asked the Marketing Board to promote a scheme of this kind. Thanks to the Provincial Board, the farmers did have some chance to discuss the scheme, but as yet I have failed to hear it discussed by any of the promoters. At recent meetings they have even injected Mr. J. Z. Trainor, ex-railwayman, and Captain John Read, the former to railroad the scheme through, the Captain to ferry it across. Personally, I approve of a scheme provided it is managed in such a way that costs will be reduced with the increase of volume, rather than increased as heretofore. It would seem that savings could be effected by forwarding larger shipments than are now possible under a two-drover system, and by decreased costs in assembling. The doubled volume should make it possible to cut the commissions in half, and add six thousand dollars to the farmers' revenue. At any rate, to justify the Government's passing of the scheme, it would seem that the Board must successfully cut down overhead to the extent of down operation until after the meeting in July, and the appointment of a new management.

I am, Sir, etc. ERNEST HOUSTON, Hunter River.

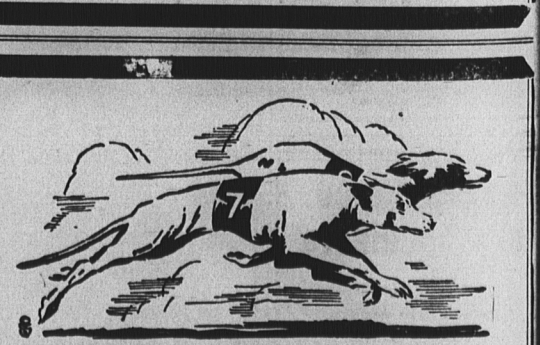
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