

THE CHARLOTTETOWN GUARDIAN

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Efficiency First

As reported in yesterday's Guardian, tenders for the new car ferry are to be restricted to Canadian shipyards. If by this departure from established custom the Railway authorities are able to encourage Canadian industry without delaying the completion of the steamer or modifying the plans, it will be all to the good. The essential thing, of course, is speedy construction and first class workmanship. Steamers of the kind required for the winter service here have hitherto been constructed in Great Britain, but that is not to say that they could not be built just as well in Canada. So far as we are aware, however, the restricting of tenders to Canadian shipbuilders is in the nature of an experiment. Unless there is absolute assurance that the car ferry steamer can be constructed as satisfactorily and as speedily in Canada as in Great Britain such an experiment will have little to commend it to the people of this Province. There can be no acceptable excuse for any further delay in the promised improvement of our transportation service.

Walking Humbly Before Washington

Taking its cue from the speeches of Premier King in the West, the Liberal press has had much to say lately about the "highly satisfactory trade relations" existing between Canada and the United States—a phrase which has some meaning and relevancy at Washington but which, in the mouths of Canadians, is about as fatuous a comment on the present one-sided trade situation as could be imagined. The United States Department of Commerce has published a trade statement for the first nine months of the current year which emphasizes the satisfactory features of their relations with us; but that this statement should be equally satisfactory to Premier King and the Liberal press in Canada it is difficult to believe. During the nine months covered by the Washington trade statement, the sum of American exports to Canada and Newfoundland amounted to \$749,000,000, being an increase of nine per cent. Newfoundland's share in this huge volume of buying amounted to only ten millions. It is a year or more since Canada replaced Great Britain as the best customer of the United States, a very remarkable achievement for a nation of less than ten million people. Canada not only holds this "enviable" position, but, in the nine months under review, has succeeded in outbidding the forty and more million consumers in Britain by no less a sum than \$149,000,000. The United States, during this period, bought largely from other countries, but, at the same time, increased its sales in all continents, marketing, for the most part, finished articles.

re-exports of foreign commodities. It exports of raw materials and semi-manufactured commodities were excluded, the picture would be a very sorry one.

Yet Premier King and his party press are satisfied with this condition and will do nothing to correct it so long as the United States Government is content to leave things as they are. They make a great point of the slow progress of the Hawley-Smoot tariff bill through Congress, and contend, or pretend, that the best thing the Canadian people can do is to sit quiet and not provoke our American neighbors, lest a worse evil befall us. It is an old cry, running back to Biblical days; but it was never the cry of the prophets or the forward-looking statesmen of latter days through whose enterprise this country was hewn out of the wilderness and became a self-governing Dominion in the great commonwealth of British nations.

Our Dairymen's Viewpoint

The attitude of the dairymen of Nova Scotia was well expressed by Mr. W. J. Bird, superintendent of dairying for the province, at a recent organization meeting of the Pictou County and North Colchester District Farmers' Association. Mr. Bird referred to the heavy importations of New Zealand butter and suggested pressing for an increase in the duty or some rearrangement of the terms of the treaty under which the summer-made product of our New Zealand competitors is permitted to enter Canadian markets in the winter season, when the cost of local production is at its highest. This is precisely the point which is ignored in the arguments advanced by the Liberal press, wherein it is contended that the gain to the consumer through purchasing cheaper New Zealand butter more than offsets the loss to the Canadian producer, who, it is contended, gets quite enough for his product anyway. The consumer to whom this fallacy is addressed should remember that every shipment of New Zealand butter under a tariff which enables it to be sold more profitably in Canada than the winter product of our own dairymen is a blow to a basic Canadian industry. Just how long our farmers can continue winter production of butter under such handicap it is difficult to predict. Already in some provinces, including Prince Edward Island, there are indications of a falling off in winter production, which is the more deplorable in view of the remarkable progress of our dairying industry during the years immediately preceding the Australian treaty and the reduction of the New Zealand butter tariff.

Editorial Notes

Perhaps the cleverest and most incisive of Clemenceau's bon mots was perpetrated at the expense of his Ally colleagues, Premier Lloyd George and President Wilson. Asked by a Paris journalist what he thought of them, "The Tiger" replied with sardonic cynicism: "It is not what I think of them but what they think of themselves. The one thinks he is Napoleon, and the other the Second Person in the Trinity."

The great poem of the Poet Laureate (Mr. Robert Bridges): "The Testament of Beauty," is described by the "Saturday Review," as having "high value as the final commentary on life of a poet who is also a great scholar, a philosopher in whom Stoic and Christian doctrines have been brought into accord, very much a man and very much an Englishman." According to the same authority it has one delightful touch of imaginative humor in the descriptive line:—"And the Dry grasshopper wondering knoweth his God," referring to the ploughing machine at its noisy work.

Notes By The Way

Hon. Charles Dunning, late Minister of Railways and Canals, has been appointed and sworn in as Minister of Finance. In his case he has merely exchanged one portfolio for another in the same Government, and this can be lawfully done without involving the necessity of appealing to his constituents for their endorsement. This fact is mentioned, not because of any doubt of his being readily re-elected, but to show that Mr. Dunning is already the Finance Minister of the country and duly installed as such.

Prompt action was obviously necessary, and action has been quickly taken. The Dominion could not be left without a Minister of Finance at a time when the session of Parliament is so near due to begin, and the estimates for the coming year should be in course of preparation. It is also commendable that a permanent appointment has been made, instead of filling the vacancy with a mere locum tenens, which course, had it been taken could not be expected to prove satisfactory.

Mr. Dunning since his entrance to political life in Canada has shown himself to be a man of energy and capacity as an administrator in public affairs, at first in the provincial arena of Saskatchewan and since 1926 in the larger federal field. He is a forceful public speaker. Temperamentally he differs widely from his immediate predecessor as head of the Bureau of Finance. Mr. Dunning is much more combative and aggressive than the late Mr. Robb and lacks the judicial calm which characterized the departed statesman and was so well adapted to the discussion of financial affairs.

In saying this we would not intimate that Mr. Dunning is not the best choice the Prime Minister could have made from among his colleagues in the Cabinet. Time alone will prove whether or not Mr. Dunning can command the regard and confidence of all parties in Parliament and of the banking interests of the country that were enjoyed by his predecessor. It seems to be not improbable that his combative temperament may arouse opposition and hostile criticism from which his predecessor was exempt.

The new Finance Minister will not be likely to relish an article in The Globe of Monday last, entitled, "Mr. Dunning's First Job." This first job as explained by The Globe has to do with something that occurred while Mr. Dunning was Minister of Railways. We quote The Globe:

It was, it will be remembered, at his own suggestion and on his own motion that the matter of conditions governing the issue and price of the new stock of the Bell Telephone corporation was referred for settlement to the Railway Board. The Minister's proposal, which The Globe feels confident was submitted in good faith, was accepted in that spirit. But the Board proceeded to deal with the matter in what was virtually a secret or star-chamber session, in that the municipalities, Boards of Trade, Chambers of Commerce and other public bodies concerned—including the press—were never notified, and the issue was decided in favor of the company without even hearing the case of the protesting public.

The Globe goes on to speak of the amazement and indignation with which the public regarded the action at the time, because of the high estimation in which the Railway Board had been held from the beginning. It had been established in the public confidence by its even-handed justice, its integrity, its capacity and its zeal for public service. Proceeding, The Globe emphatically says: "What the Board of Railway Commissioners will not do of themselves they must be made to do by act of Parliament. The duty that immediately confronts Mr. Dunning—particularly in view of his action on this matter during the last session—is to provide by statute a compelling enactment under which the Railway Commission is prohibited from further indulging in its disposition to hold hole-and-corner sittings of which no public announcement is given and only one side of a case is heard."

This is Mr. Dunning's first and immediate pressing task—in the public interest and in his own."

This is a new form of greeting from the chief press exponent of true Liberalism to a new Liberal Minister of Finance. He is not merely requested, he is commanded to do certain things that he does not desire to do, and probably will not be permitted to do, even if he may conclude that it would be prudent to obey the command. Like Falstaff, "he will not do it under compulsion." Evidently trouble is brewing along the official pathway of Mr. Dunning just as he sets out on his new career as Minister of Finance.

Hon. Mr. Cardin, Minister of Marine and Fisheries, was announced to take the air in broadcasting late on Thursday night. So far it has not been mooted whether he will proclaim the

"The Tiger" As I Knew Him

(By Rt. Hon. David Lloyd George.) (Copyright 1929)

LONDON, Nov. 28.—(By Cable).—The first time I ever met M. Clemenceau was at Carisbad in 1910. I was having tea with T. P. O'Connor in his rooms there. Clemenceau was known to be taking his annual cure and I was anxious to meet him. "Tay Pay" arranged the meeting. Soon after I arrived, there bustled into the room a short, broad-shouldered and full-chested man, with an aggressive and rather truculent countenance illuminated by a pair of brilliant and fierce eyes set deeply under overhanging eyebrows. The size and hardness of his great head struck me. It seemed enormous but was no dome of benevolence, reverence or kindness. It was an abnormally large head with all the sympathetic qualities flattened out. I am not now analyzing the man but giving my first impressions of his appearance.

He looked the part of the tiger—a man-eating tiger who had hunted down ministry after ministry and rent them with his terrible claws. He came into the room with short quick steps. He was then seventy years of age and his greatest days were to come six or seven years later. We were introduced and he greeted me none too genially. I was then Chancellor of the Exchequer and was doing my utmost to urge an understanding with Germany on the question of naval construction.

Clemenceau referred to my efforts with a scornful disapproval. His hatred of Germany had the concentrated ferocity which I had never before seen even amongst the most violent of our British Germanophobes. Their hostility of Germany always seemed to be calculated—his was the blood. Later on I understood it better.

My first interview with Clemenceau was not a success. He made it clear he thoroughly disapproved of

me. Had I never seen him again, I should have disapproved of him. Had I never seen him again I should have recalled him as a powerful but disagreeable and rather bad-tempered old fellow. It was years—eventful years—after this meeting that I discovered his real fascination. His wit—his playfulness—the hypnotic interest of his arresting, compelling personality.

And a day was to come—sooner than anyone of us expected—where events occurred that explained to me his apprehension as to the menace as well as to his detestation of the arrogance of German Imperialism. I remember driving with him from the historic meeting at the Treason Palace Hotel at Versailles after he had handed to M. Brockdorff Rantzau and the German delegates the draft of the peace treaty. I drove back to Paris in his car. As we passed the ruins of the Palace of St. Cloud which had been burnt by the Germans in 1871, he told me how he remembered seeing the blaze. He was the Mayor of Mont-Matre during the siege of Paris, and from the heights of his mayoral domain he witnessed the destruction of the famous chateau. That event seemed to have burnt itself into his memory even more than the scenes of hunger and privation to which he so effectively ministered. On this occasion, he spoke with unwonted placidity about the events of 1870, rather like a man in whom internal fires of revenge had at last been quenched by the cooling draft of victory. There is only one incident of 1871 of which he spoke to me with emotion, and that was of the poignant scene in the French Assembly where Jules Favre came straight from an interview with Bismarck to report to the deputies the nature of the terms demanded and the ruthlessness with which the triumphant chancellor had treated the supplication of the French delegates for some amelioration in the demands. Tears came into Clemenceau's eyes—for the first and only time in my intercourse with him—as he relates how "the old man" in attempting to describe the harshness of the conqueror, broke down in the Tribune and wept. I then understood something of Clemenceau's hatred of the Germans. They had not only invaded France, defeated her armies, occupied her capital, humbled her pride, but in the hour of victory had treated her with an insolence which for fifty years had rankled in the heart of this fierce old patriot.

AN ANGRY OLD MAN

When I met him at Carisbad the sore was still stinging him into anger. He was essentially an angry old man. Those who read his relentless words on the death of Herr Stressemann will

The Poet's Corner

AUTUMN

I love to see, when leaves depart The clean anatomy arrive, Winter, the paragon of art, That kills all forms of life and feeling. Save what is pure and will survive.

Already now the clanging chains— Of geese are harnessed to the moon, Stripped are the great sun-clouding planes, And the black pines, their own revealing, Let in the needles of the noon

Strained by the gale the olives whiten Like hoary wrestlers spent with toll And, with the vines, their branches lighten To brim our vats where summer lingers In the red froth and golden oil.

Soon on our hearth's reviving pyre Their rotted stems will crumble up, And like a ruby painting fire The grape will render on your fingers Through the lit crystal of the cup. —Roy Campbell in The New Statesman.

DODD'S KIDNEY PILLS. I believe you will admit that this simple treatment of injection into the skin will be of great help to the physician who has conscientious objections to the use of morphine.



West of the Great Lakes

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know that not even victory had completely stamped out the embers of vengeance in the bosom of this terrible volcano of rumbling and surging hatreds—personal, national, political and religious.

That he should have succeeded as War Minister is not a matter of surprise. He possessed a relentless energy, indomitable courage and the gift of infecting others with his own combativeness and confidence. I know nothing of his qualities as an administrator or organizer. The greatest tasks of organization were over before he took office at the end of 1917. A combination of energy, courage and common-sense were needed at that hour and he possessed these three attributes in an exceptional degree.

As for his courage, there is no better illustration of it than the story which is told of him when it was proposed that the Chamber of Deputies should move to Bordeaux at the beginning of the war. The Germans were within a few miles of Paris, and the President and Senators thought it better to get out of the range of the German guns ere it was too late. Clemenceau refused to go, and when

asked whether he did not think they ought to leave Paris, his answer was: "Yes we are too far from the front." His courage was never questioned.

by even his bitterest foes but they were not as ready to acknowledge his were not as ready to acknowledge his

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THE LAND WE LOVE

By FRANK YEIGH

AUTO PRODUCTION IN CANADA

Q. What is the auto production in Canada?

A. Auto production in Canada in 1928 totalled 242,054 cars; 197,848 being passenger cars and 44,206 trucks. The selling value of all was \$149,176,999 as against \$63,000,000 in 1918. There are 14 plants with a capital of over nearly 100 millions, employing 16,749 and paying salaries and wages of \$55,000,000. The value of the products rose in ten years from \$55,000,000 to \$162,867,000. Imports of autos and parts were valued at nearly \$90,000,000 in 1928 and exports of \$36,000,000.

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