The Charlottetown Guardian

Head Office at Charlottetown, Branch Offices at Summerside, Alberton, Souris and Montague.

TUESDAY, DECEMVER 12, 1916.

RETURNED SOLDIERS

A representative of the Acadian Society called on the Guardian yesterday and expressed, on behalf of the society, disappointment and regret that no formal reception had been tended the two soldiers, Privates Chaisson and Knockwood, on their arrival Saturday. Everyone will agree that it was exceedingly dissapointing that the arrangements made for welcoming the return of the heroes fell through. Both Private Chaisson and Private Knockwood were deserving the warmest and most cordial public reception it was possible to give them. They both had enlisted among the first of the Canadian soldiers to go overseas, and both did their duty valiantly at the front as their wounds testify. That they did not receive the reception which was their due is a disappointment shared in by the citizens at large as well as the immediate friends and relatives of the young heroes, and it is only right and fair that an explanation be given of the breakdown in the arrangements. Hitherto the responsibility for meeting and welcoming returned soldiers has been shared by the Mayor and City Council and the Provincial Patriotic Society. At a recent meeting of the Patriotic Society, the Chairman, Rev. Dr. Fullerton, intimated that the Mayor was unable to continue to attend to such receptions and on the chairman's suggestion a committee consisting of Rev. Canon Simpson and Mr. J. M. Hughes was appointed for this particular purpose. On Wednesday Miss Gilespie, Secretary of the Returned Soldier's Aid Committee received a telegram to the effect that Privates Chaisson and Knockwood were returning on Thursday's steamer. As customary she immediately communicated this to the press and intimation was made in all the Charlottetown newspapers on Thursday. Owing to the disarrangement of the Carferry sailings it was impossible for the Halifax train to connect with the Thursday steamer. There was no steamer connection on Friday and the first opportunity the wounded soldiers had of returning to Charlottetown was on Saturday morning. Major Leigh commanding officer of the Depot was prepared to send a detachment to meet the arrival of the Carferry. In the forenoon he communicated with Miss Gillespie to find out if she had any additional information regarding the arrival of the wounded soldiers and on being informed that no further information had been received, took no further action in the matter. It will be seen from the letter from Rev. Canon Simpson that the Committee also tried to ascertain definite information.

The representative of the Acadian Society, on this explanation being given expressed his satisfaction that the omission of a formal reception had not been intentional. In future the Acadian Society will be worthily represented in the Patriotic Society by Prof. Blanchard of Prince of Wales College.

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EXPERIMENTAL FARMS REPORT

The Dominion Government report on the cereal division of Experimental Farms, just to hand, will be especially interesting to our farmers who wish to compare the agricultural achievements of our province with those of our sister provinces. As to the results attained and the appearance presented by our Experimental Farm at Charlottetown among similar institutions elsewhere we have no cause to be ashamed. Excellent photographs are shown of plots on the Island Farm which show up admirably in comparison with others shown. As to the yield per acre on the different farms the following statistics will be interesting.

In oats the Central Experimental Farm at Ottawa reports in 37 varieties. The greatest yield per acre is 75 bushels, 30 pounds, the greatest weight per measured bushel being 37.7 pounds; one other variety which produced 53 bushels 28 pounds gave a weight of 38.5 pounds and another 54 bushels 24 pounds and a weight of 39.1 pounds; another gave a weight of 40.2 pounds to the measured bushel.

The largest yield of oats on the Charlottetown farm was 119 bushels 26 pounds with a weight of 39.4 pounds to the measured bushel; four other varieties gave yields respectively of 118 bushels 27 pounds; 117 bushels 9 pounds; 115 bushels 2 pounds and 113 bushels 13 pounds; two gave weights of over 40 pounds to the measured bushel and four of over 39 pounds.

At Nappan, N. S., the greatest yield was 99 bushels 24 pounds with a weight of 40 pounds, the others ranging from 93 bushels 18 pounds and a weight of 38 pounds to 82 bushels 17 pounds and a weight of 34.

At the Kentville, N. S., station the results of only two tests in oats are given, the yield being 58 bushels 9 pounds and 52 bushels 28 pounds per acre respectively.

In Cap Rouge, Quebec, the highest yield was 69 bushels 27 pounds, the ten tests ranging from that figure to 45 bushels 20 pounds.

In Brandon, Man., the yield ranged from 89 bushels 19 pounds to 68 bushels 18 pounds with a weight running from 39 to 34 pounds.

At Indian Head, Sask., in twelve tests the yield ranged from 105 bushels 8 pounds and a weight of 40 pounds to 60 bushels 5 pounds and a weight of 33 pounds.

At Rosthern, Sask., the yield was the smallest in four years, being 77 bushels 22 pounds as compared with 143 bushels 18 pounds in 1913.

At Scott, Sask., the highest yield was 85 bushels 14 pounds; at Lethbridge, on irrigated land, a yield of 113 bushels was secured; at Lacombe, Alberta 116 bushels and 16 pounds; at Vermillion, Alberta 120 bushels with a weight of 39.5 pounds and at Agassiz 65 bushels, 10 pounds.

It will thus be seen that in the matter of oats production the Prince Edward Island yield is the largest with one exception, Vermillion, Alberta, which exceeded us by less than half a bushel per acre.

Those tests were of course made in Charlottetown and at the other stations under Experimental Farm conditions, on small plots cultivated and cared for to the limit. The results obtained show what can be done by intensive cultivation and special care. What would it mean to this province if one quarter of the area now under oats were brought up to the standard attained on the Experimental Farm plots. What would it mean to the province if instead of our farmers dissipating their energies and their efforts over, say, twenty acres, they would take a quarter of the area and push it to the limit? This has not been done on any of our farms either in the matter of growing oats or any other crop, cereal or root. In discussing the subject with well informed farmers the opinion is always expressed that intensive farming on at least part of the farm is infinitely more profitable than spreading over the whole farm as is usually done, but still the idea is not being generally taken hold of and the result is that less than a quarter of the land actually under cultivation is yielding anything like what it should yield and we continue to be land poor. Intensive cultivation is attempted only by those who have small farms and in these cases a larger yield is usually secured than on many of our largest farms.

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HUGE BRITISH PURCHASES

During the past two years the Department of Agriculture has purchased for the British authorities hay, oats and flour to the value of nearly fifty-two million dollars. Without agents or commissions, quietly and unostentatiously, the department, under the direction of Hon. Martin Burrell, has made these enormous purchases and has saved hundreds of thousands of dollars for Great Britain and put millions in the pockets of the farmers of Canada.

In October, 1914, the Minister of Agriculture was asked if his department would undertake the purchase of hay for Great Britain. Mr. Burrell at once complied and an organization for the purpose was perfected. A plant with government compressors was established in Montreal which at the height of the season handles six thousand tons a week, employing five hundred men. There are also government compressors in New Brunswick, Nova Scotia and Prince Edward Island.

The compressing plant in Montreal has been in operation almost continuously since it was first started, the only exception being for a short time when the crop of 1915 had been exhausted and before that of 1916 was available. In 1915 when there was a shortage of hay in the east two compressors were sent to Alberta, where there was a good crop of timothy hay, and were lorated at Calgary. An extremely low freight rate was serured and between fifteen and sixteen thousand tons, a few hundred tons of which were upland prairie hay, were secured in that province. This was the first hay which was ever shipped out of Alberta.

At the same time the Department undertook the purchase of hay Mr. Burrell was asked to look after the purchase of oats for the British War Office. This also has grown to be an enormous business. The supply of oats is secured chiefly in the West, and shipped from Fort William and Port Arthur by lake steamers to Georgian Bay ports, Port Colborne, Kingston and Montreal. Owing to the high water rates during 1915 it has been possible to ship all rail to Montreal or West St. John at practically the same cost as by water.

The War Office was so pleased with the manner in which the Department of Agriculture had handled the purchases of hay and oats that a year ago Mr. Burrell was requested to undertake the purchases of flour. A flour expert was sent out from London to assist in the matter. The plan followed in purchasing flour was as follows: A standard specification for a straight grade flour to contain not more than 18 per cent. of moisture was sent out generally and all mills were invited to deposit a five pound type sample on this specification. If the sample was satisfactory it was registered and put aside as the basis of any future offers that might be made by the mill submitting it. Qualified inspectors are located at the different sea-board points to draw samples from every car, compare these with the type sample and also forward a sample to the Dominion chemist at the Experimental Farm for moisture determination. Any excessive moisture over the amount allowed in the spcification is debited to the contractor.

The following is a summary of the purchases of hay, oats and flour to October, 1916:

Hay	370,891	———	———
Oats	692,789	50,752,320	17,319,736
Flour ..	202,374	10,846,453	5,694,471

In sending these huge supplies overseas 339 transports were fully or partially loaded up to October 1st. For the inland movement of the baled hay, oats and flour it has required about 60,000 railway cars or equal to 1,500 trains of 40 cars each.

In the purchase of these supplies there has been expended to October 1, the sum of $51,362,282,06.

The organization and general management of this business is in the hands of Mr. J. A. Ruddick, Dominion Dairy Commissioner. He is assisted in the operations by Mr. W. W. Moore, Chief of the Markets Division of the Dairy branch and Mr. J. L. Grant, of London, England assists in the purchase of flour.

RETURNED SOLDIERS

Sir,— As a member of the Committee appointed by the Patriotic Society to meet returned soldiers, I beg to state that on Thursday last I saw a notice in the Guardian that two soldiers were expected to return that evening I telephoned to Major Fullerton and as he had no further information, he advised me to see the Secretary of the Returned Soldiers' Committee. I called at the Premier's office for this purpose at 3.30 p. m., and found it closed. I heard nothing further about the matter until after the Car Ferry had arrived on Saturday morning. I am quite willing to do all in my power to assist in giving our returned heroes a fitting welcome, but other duties prevent me from being like "the proverbial trolley that meets all the trains."

I suggest that the Secretary of the Returned Soldiers' Committee officially notify those interested, the Mayor, the Military and the Patriotic Society, of the exact time and place returned soldiers are expected.

I am, sir, etc.
JAMES SIMPSON,
St. Peter's Cathedral,
Dec. 11, 1916.

RETURNED SOLDIERS

Sir,— In yesterday's issue you printed a letter over the signature of W. F. Tidmarsh, and in the "Patriot" of the same date I notice a quarter column headed "Indignant," referring to the regrettable and unavoidable error that was made in the calculation of time of arrival of Privates Chaisson and Knockwood, in this city, and the subsequent neglect to provide a proper reception for the returned heroes.

From personal knowledge I state that the Militia did all in its power to ascertain the proper time of arrival, and as far as I can see the responsibility must be borne by the men themselves and not by the Officer in command of Depot or the O. C. S. A. D.

As Mr. Tidmarsh says, it would be simple enough to form the men up and march them to the steamboat landing to form a guard of honor, and it would have been a labor of love to escort those heroes, but the uncertainty of their coming prevented it being carried out. If definite information was available there would now be no cause for friction. Friday's "Patriot" stated that the soldiers had missed the boat, but neglected to say if they were coming on the next morning. The Secretary of the Returned Soldiers' Committee received word, and I cannot understand why he neglected to take the necessary precautions to prevent the occurence of a prevalent error. This is not the first time that such a happening has taken place, but I regret that certain individuals hot headedly revile the Militia commanders for the mistakes of others. Of course, "where ignorance is bliss, 'tis folly to be wise," may excuse such mistakes, but too hasty an action may often prove a petard to the instigator.

I am, sir, etc,
NOMEN.

LATEST RECRUITS NO.5 SIEGE ARTILLERY DRAFT

Louis Joseph McMillan of St. George's, P. E. I. son of Mr. Frank McMillian, enlisted in No. 5 Siege Artillery Draft, Dec. 5th.

James Russell Farquharson of Bunbury, P. E. I., son of Mr. James Farquharson enlisted Dec. 5th. He has had one year's training with No. 4 Battery, P. E. I. H. B.

John William Pollard, 106 Euston St., Charlotetown, son of the late Mr. Joseph Pollard, enlisted for Ives Point Battery, Halifax N. S., 21st of January, 1916, and was trasferred to No. 5 Siege Artillery Draft, Dec. 9th, 1916. While at Ives Point he qualified as a D. R. F. specialist.

Ralph Emmerson Fielding, late bank manager at Alberton, P. E. I., enlisted with No. 5 Siege Artillery Draft Dec. 9th.

Allison Houston McLean, 298 Euston St., Charlottetown, son of Mr. Charles C. McLean, enlisted with No. 5 Siege Artillery Draft, Dec. 9th. Gr. McLean served at Sydney Mines and was in No. 2 Overseas Heavy Battery under Capt. J. Webb Stanley of this city, but owing to contracting a bad cold after his innoculation was not able to proceed overseas with this unit. Gr. McLean is a splendid looking soldier, standing six foot two inches and has another brother D. S. McLean, also in this unit. His other brother, William, is serving with the Unversity Company now in France.

Ray Everett Laird of Mt. Stewart, P. E. I., enlisted with No. 5 Siege Artillery Draft, Dec. 9th.

The following N. C. O's and men are now enrolled in this Overseas Unit.

Lieut. Davison L. H.
Sergt. Huestis R. S.
Bdr. McLeod N. J.
A-Bdr. McKinnon R. M.
A-Bdr. Moore F. S.
A-Bdr. Gregory O. C.
A-Bdr. Duncan R. S.
A-Bdr. McKenna W. P.
Gr. Boulter E. P.
Gr. Cannon J. M.
Gr. Cowney C. S.
Gr. Darrach S.
Gr. Dawson G. H.
Gr. Downing A. W.
Gr. Farquharson J. R.
Gr. Fielding R. E.
Gr. Finnegan F.
Gr. Gay W.
Gr. Johnstone A.
Gr. Johnstone E. W.
Gr. Laird R. E.
Gr. McFarlane F.
Gr. McInnis G. A.
Gr. McInnis J. F.
Gr. McLean A. H.
Gr. McLean D. S.
Gr. McLeod D. A.
Gr. McMillan L. J.
Gr. McQuarrie W. N.
Gr. Moore J. P.
Gr. Moore S. J.
Gr. Pollard J. W.
Gr. Proctor J. O.
Gr. Purchase J. E.
Gr. Rogers R. H.
Gr. Stewart J. W.
Gr. Weeks J. C.
Gr. Youland E.
Tpr. Williams C. P.

Only twelve more men are required to bring the unit up to strength, and as several applications are in and some men are to be transferred from Ives Point Battery, Halifax, this should be accomplished by the first of the New Year.

"HOUSEKEEPERS, your opportunity to get apples for Christmas baking will be this morning at 11 o'clock at the Market Square. 3359.

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Is to know that's winter coming
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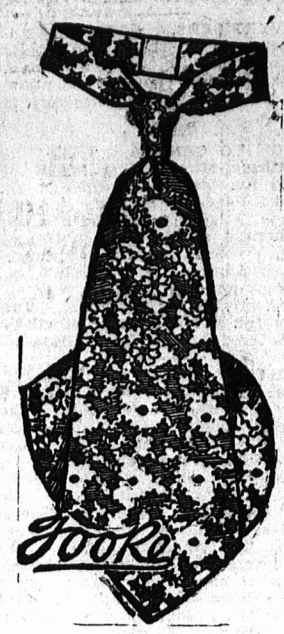

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