

THE CHARLOTTETOWN GUARDIAN

Morning Daily (Founded in 1887) President: Lieut. Col. W. Chester S. McLure Vice-President: J. R. Burnett, F.J.I. Secretary: Lieut. Col. D. A. MacKinnon, D.M.O. Editor and Managing Director: J. R. Burnett, F.J.I. Associate Editors: Frank Walker and Lieut. Ian A. Burnett, R.C.N.V.R. (On Active Service)

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

Mr. Power's Tribute

A fine tribute was paid by Air Minister Power to the men of the Canadian Air Force in the House of Commons last week.

Here is part of what he said: "Eleven thousand does not seem so very great a number in a war which has engulfed so many million lives."

"Nevertheless every single one of these gallant lads taken away by the grisly mechanism of war was the pride and hope of some Canadian family. Every life sacrificed represents an irreparable loss to the Canadian nation."

"Those boys came from families in every walk of life, from rich and poor alike, from those in high places and those in low, from the farm, from the city, from high school and college and university. We ourselves in this house have not been immune, six of our members have lost their dearest and best."

"They were a cross section of the youth of a democracy, the least professional of soldiers, the most gallant of citizens. Living their young lives under varying conditions, in different atmospheres in this Canada of such divergent views and interests, they yet found a common patriotism and a common purpose."

"They, on the threshold of their manhood, developed a magnanimity of soul and a lofty and heroic love of country. Looking at the future as they did, with the wisdom of ages peering out of boyish eyes, they counted the cost, they calculated the risk, yet remained through it all serene and undaunted."

"Let their selfless endeavour, their common patriotism, their unswerving purpose, be an example to us in our Canadian task."

Farm Labour

This analysis of the farm labour situation in Quebec by "Le Soleil" which is not altogether inapplicable to our own case. "Forty years ago the wages paid on the farm were at the same level as those paid in the factory, but were on a basis of between 21 and 23 cents per hour. This parity kept the right balance of supply and demand, and laborers went freely from country to city, and vice-versa, without bringing about unemployment. Since then, the difference in wages between the two classes of workers has created a gap which has never stopped growing. Industry with its giant tentacles has dragged the workers from the fields, by raising wage rates more than double, while the farmer was able to raise them hardly by a half. During the decade 1920-30, the difference shows a striking contrast: Industry pays an average wage of \$5.5 cents per hour, while the farm cannot go higher than 37.5 cents; the first-named enjoys an advantage of 40% higher, with the result that the countryside relatively becomes empty of workers who flock to the cities. The pendulum of supply and demand is no longer in rhythm; there is overproduction and disequilibrium of labor, causing an artificial prosperity, which breaks down with the crash of 1930. In the very worst days of the depression, wages fell to 17 cents on the farm, while in industry they went down as far as 48 cents. There was a slower rise on the farm, which could offer only 32.5 cents during the recovery of 1937-38, while there was a fair jump in industry, 68.5 being the wage rate during the same period. This difference of 36 cents, equivalent to a spread of 122%, is the fundamental reason for the uneasiness that infected the farms, where the pull of the factories and the call to the colours have accentuated the desertion since the beginning of the war. Periods of unemployment occur, therefore, in direct proportion to the gap between wages on the farms and those in industry; the history of the last forty years has given a striking demonstration of that."

Lend-Lease Birthday

Three years ago this month, the Lend-Lease bill passed the United States Senate—on March 8, 1941. Almost exactly a month earlier Prime Minister Churchill had assured the world of Britain's intention to fight on to victory, but had not pretended that the fight would be easy nor that it could be won without help. "Give us the tools and we will finish the job!" was the memorable phrase. The response of Uncle Sam was prompt and generous. Even when he himself got into the scrap, after the treacherous assault on Pearl Harbour at the end of the year, the supplies of indispensable war equipment to Britain and other Allied lands went out in ever-increasing volume, in spite of the demands of the home services. Today Lend-Lease is a two-way process, but the United Nations will always remember with profound gratitude the contribution made by the American people to the war effort. Some account of what has been accomplished under that system was given last week by Mr. Henry L. Stimson, United States Secretary of War, when he appealed for an extension of the Lend-Lease Act, which expires on June 30 next.

Speaking of the great Russian campaigns, Mr. Stimson quoted impressive statistics, revealing the share which Lend-Lease had had in turning the tide of the German invasion. At Stalingrad, he said, no fewer than 220,000 American units of transportation were used. Two and a quarter million tons of American food were sent to Leningrad during the siege of that city. At the present time there are some two hundred American locomotives and three thousand flat cars moving Russian troops along the extensive fighting front. In addition, 8,300 American aircraft have been shipped into the country. Britain receives the greatest amount of war material. Though the majority of the

fighter planes and heavy bombers are made in the Mother Country itself, the United States supplies large numbers of medium bombers.

Of special interest were Mr. Stimson's observations concerning Lend-Lease supplies to China. Notwithstanding the difficulties of getting them into the country, he was able to give the welcome assurance that the quantities delivered "exceeded all expectations", justifying his prediction that victory over the Japanese would come earlier than the Allies had dared to hope. It is not to be supposed, however, that the existing methods of conveying essential war materials to China will not be augmented by every possible means. The campaign against Burma is sufficient proof of Allied intentions, and the remark of Admiral Chester Nimitz, Commander-in-Chief of the Pacific Fleet, that, in his opinion, "Japan will be defeated from China," give added significance to Mr. Stimson's statement.

EDITORIAL NOTES

Any word of appointments to the vacant judgeship and senatorship? Rumour has it there may be an announcement before Easter.

Since the beginning of the war, Canada has supplied more than 500,000,000 pounds of bacon, 125,000,000 pounds of cheese and millions of pounds of butter to the Allied forces. To carry these goods and to protect them en route to the fronts, Canada has built more than 700 ships including 75 corvettes and 15 destroyers. Canada has become the fourth largest producer of armament and munitions in the world.

Gasoline ration books issued for the present fiscal year totalled 1,574,064, the Munitions Department reported. A breakdown of the books by categories showed: "AA" 732,295; "A" 343,749; "B" 115,341; "C" 19,279; "D" 4,525; "E" 3,404; "A.R.P." 2,702; wartime industrial transit 53,929; commercial 299,760.

The Canadian Army's walking uniform for non-commissioned officers and men cost about \$22.06 each, State Secretary McLarty said in a return tabled in the Commons for George Cruickshank (L., Fraser Valley). Mr. McLarty said that the R.C.A.F. has no walking out uniform but its regular uniforms cost about \$19.59 each. In answer to another of Mr. Cruickshank's questions, Mr. McLarty said the average cost of clothing convicts in Canadian penitentiaries last year was about \$22.52 each.

Friends of a soldier on 48 hours' leave complain very bitterly of the fact that in coming here he lost seven hours on the car ferry. It is all very well, say his friends, for the well-to-do and government officials to claim the airplane is a good substitute, how many ordinary ferry steamer passengers can afford the extra cost, even if the accommodations were available? There is a growing spirit of indignation and protest spreading throughout the community at the gross mishandling of our transportation service since the loss of the S.S. Charlottetown.

John Jervis, Earl St. Vincent, British sailor, died this date, 1823; took part in the expedition to Quebec, shared in the three reliefs of Gibraltar (1780-2) Commander-in-Chief of the West Indies Fleet from 1793 to 1795, assisting in the conquest of Martinique and Guadeloupe; promoted admiral in 1795 at the age of forty; two years later won the great victory off Cape St. Vincent, for which he was created an Earl; then served as First Lord of the Admiralty for four years when he was made Admiral of the Fleet.

We did the Provincial Government an unintentional injustice in adversely commenting on the report that in the matter of the potato situation they ignored our Federal representatives and dealt directly with the official concerned. It seems that though in the Legislature no mention was made of the fact, the Government after the discussion went both Hon. Dr. Cyrus MacMillan and Hon. Col. Ralston as well as the official concerned, with the result that action followed as shown in Mr. Ralston's telegram published in our columns yesterday.

Saskatchewan liquor permit holders who had been allowed monthly purchase of 26-ounces of spirits and one bottle of imported wine or three bottles of Canadian wine have had their rations cut. Attorney-General J. W. Estey announced permit holders would have a choice, but would not be permitted to purchase both spirits and wine in each successive two months' period. Hard liquor — 26 ounces — could be purchased in two-months period, March and April, or wine—one bottle of imported or three bottles of Canadian wine in a two months' period. Spirits and wine could be purchased together. Attorney-General Estey also announced a cut in beer rations, reducing daily purchases from three to two bottles.

The meat in Mr. Power's report on the R. C.A.F. is to be found in his remarks on the order in which servicemen are to be released. He feels strongly that priority of discharge should be given to men serving overseas, and no one will cavil at this judgment. The factors involved have been carefully reviewed. These men have been separated from their families, they have been unable to return on leave, and their lives and those of their families have been disturbed to a greater degree than is the case of personnel serving in Canada only, the Minister remarks. "No matter what we do, we must aim at seeing to it that the man from overseas gets preferential treatment in demobilization and repatriation, but always bearing in mind the fact that there may be difficulties in carrying out that principle as we have laid down," he says. Two principles can be accepted in considering individual priorities, Mr. Power believes. No individual should be demobilized as long as his retention is essential to service requirements; personnel desiring delayed demobilization may be retained provided they can be usefully employed and fulfil certain conditions.

PUBLIC FORUM

This column is open for the discussion by correspondents of questions of public interest. The editor reserves the right to accept or refuse any communication and to edit communications.

TUNNEL AGAIN

Sir—"Traveler" is so anxious about a new west pier at Charlottetown that he mixes his figures about a tunnel and causeway. About \$10,000,000 would take twice 60 million dollars to build a tunnel, and where would you get the land money? It is not safe to say that our gaspings the other day tell us that over 500 people were suffocated in a tunnel. It is a very pleasant as it is a causeway across the straits is utterly different. If anything goes wrong, you can jump off and swim for it.

"Traveler" claims the ice would be 12 ft. deep, and approaches at Borden and Cape Tormentine were cut out where the ice runs and they are still there, and so with a causeway and when it is built, it will be safer than anything else. We will have the pier and the men but the pier and boat will wear away as the present boat and pier are doing, but the causeway is made of rock, and will not wear away. Let's all boost a causeway and be in the swim.

I am, Sir, etc. ANOTHER TRAVELLER.

THE NEW CAR FERRY

Sir—After reading many items in the newspapers regarding the building of a new car ferry, and especially the article in the Guardian dated the 11th inst. by Mr. H. K. S. Hemming, a very able article and quite to the point in question, I decided to air my views on the subject.

It would appear that the officials at Ottawa controlling the Department from where instructions are supposed to be issued to contracting ship builders to carry on with the building of the car ferry, have become ego-maniacs and believe the people of this Province have been bamboozled quite long enough, and should protest most emphatically, and as Mr. Hemming writes, every man and woman should send their protests to Ottawa, and demand immediate action or else.

Now, a little on the building of a steamer to replace the car ferry. The new steamer is to be 300 ft. long x 30 ft. beam x 20 ft. draught, the cubic feet displacement of a rectangular block of equal length, beam and draft is used.

300 ft. x 30 ft. x 20 ft. equals 180,000 cubic feet displacement—the steamer in the example has a displacement of 240,000 tons, then the coefficient of fineness is determined by the following formula—35 cubic feet of sea water weighs one ton—240,000 divided by 35 equals 6857.14 divided by 180,000 equals .3806. The coefficient of fineness is the ratio of the displacement of the ship to the volume of a rectangular block of the same dimensions. The nearer the fraction approaches 1, the less the speed, but greater carrying capacity.

The question is to determine the indicated horse power required to drive a steamer 12 knots per hour. In the case of the new car-ferry, the displacement would have to be checked after a full deck load of loaded freight cars, then the indicated horse power would have to be increased to the required power to overcome ice conditions. To estimate and speed up the completion of the car-ferry, the dimensions and lines of the hull has been decided, the building of a contracting ship building yard, also the type of boilers to supply steam to engines should be awarded to the Boiler Manufacturers Association, and the engine room auxiliaries should be under construction—all #1e forming could be determined without any very great length of time—not as we were informed by an expert from Ottawa, that three or four months would be required for making plans, etc.

Engines—Triple expansion steam engines are the most economical and dependable, twin screws fore and aft. Boilers—boiler furnaces should be fitted for oil burning, or oil operated engines—Would not give the reliable service as steam engines operating in ice conditions. There is no need for the luxuries that is to be fitted, as stated by the expert from Ottawa, the officers and crew should be furnished with comfortable quarters—the passenger accommodations, comfortable but not as extravagant as the last S.S. Charlottetown. Many requirements are a strong well built hull, properly designed, ample driving power, superior furnished in a common sense manner.

If Prince Edward Island cannot have a tunnel—then come up a causeway. The Dorchester Hills are quite near, and the line of construction should be across the point where the tide flows east and west, both ebb and flow. I have had considerable experience about an ice breaker, and have a fair idea of the requirements.

The Post's Corner MISSING Less said the better The bill unpaid the dead letter, No rose at the end Of Smith, my friend. Last words don't matter, And there are none to flatter, Words will not fill the post Of Smith, the ghost. For Smith, our brother, Only son of loving mother, The ocean lifted stirred, Leaving no word. —John Padney.

Lenten Meditations

from The London Times

THE USE OF MONEY

It is a curious and unfortunate fact that the parable of the unjust steward suffers from two mistakes, close to one another in the Authorized Version. The first, mistake is in the translation "Make to yourselves friends of the iniquity of unrighteousness," which suggests that our Lord's disciples to whom the parable is addressed, should establish friendly relations with money unrighteously acquired or possessed. But that is not what the Greek means. The word "of" is a mistake for the preposition which has the sense of "by means of." There is a great difference between making a gift of money and using money in such a way as to gain friends.

The second mistake is due to the following inferior Greek text. The best manuscripts are decisively for the translation "when it fails, that is when the money has come to an end. Wealth may vanish but friends remain." The Authorized Version, however, is based on texts which involve, the translation "When ye fall, in which the context is completely missed. The meaning then must be "when ye die" while the former error may lead the hearer to imagine that the unrighteous man whom whose friendship has been cultivated, will secure for the dying man an eternal heavenly home. It is no wonder that numbers of good Christians find the parable very perplexing.

It is the more unfortunate, since the parable has a place of its own in connection with Christ's teaching on the subject of material possessions. The whole stress falls on the use of money, and we learn from an unscrupulous and fraudulent person who knew how to provide for his future, the "recommendation" which he gained had nothing to do with his moral conduct.

In his purposefulness, but very differently directed, that our Lord would have the "children of light," those who are not earth-bound in their interests, show the man who is trying to lead a Christian life may or may not be interested in theoretical discussions about the spiritual aspect of money. But to look at money with a view to its right spiritual use is a piece of simple moral wisdom which no Christian ought to neglect. It is one of those personal problems to which he should feel committed, and which no one can solve for him. It cannot be solved in response to occasional urgings of very charitable feelings, though such feelings have their rights, but only through wise and forward-looking survey of what needs to be done and can be done. And for those who are interested in the parable of the unjust steward.

A New Speeder Bomber

(Exchange) The new Halifax Page Halifax four-engine bomber (Mark Three), which so brilliantly participated in the great Berlin raid, has been steadily improving. The prototype was delivered to the R. A. F. in November, 1940, mainly by a good reliable ice-breaking car ferry.

I am, Sir, etc. MARINE ENGINEER

"TIRED" ALL THE TIME

She felt miserable—draggy—low in vitality—slow in spirits. She hadn't thought of her kidneys, until a friend suggested Dodd's Kidney Pills. At once she took Dodd's Kidney Pills. "Washed out" feeling was soon replaced by clear headed energy and restful sleep. Headache, backache, lassitude and other signs of faulty kidneys disappeared. Dodd's Kidney Pills

THE TWO MACS

149 Great George Street Mall Orders Given Prompt Attention.

Accidents Do Happen!

Doctors treat many people every day for injuries resulting from Accident — a yearly average of about 640,000 Canadians are injured or killed, and 30% of these accidents happen right in the home. An accident policy can not prevent you from becoming injured or killed, but if injured, then it will protect your income while you are laid up, and it will also pay your bills. An Accident may cost you from \$5 to \$5,000, but when you have a policy and pay a small sum periodically you transfer the responsibility to the Insurance Company of providing necessary funds if you are injured or killed.

The Great-West Life man will be glad to submit a plan to fit your special requirements.

Hyndman & Co., Limited

Provincial Managers Offices: Charlottetown, Summerside, Montague

SUIT SALE 35 Men's Striped Fine Worsted Suits Colours Are—BROWNS, BLUES, TEAL Regular Prices \$22.50 and \$25.00 SALE PRICE \$15.95 Only One or Two of a Kind—Marvelous Values HENDERSON & CUDMORE

installing more powerful engines. The latest design has four Bristol Hercules sleeve-valve radial engines, developing a total of 6,600 horsepower. Other constructional features are the same as in earlier types, but the larger engines increase the weight, which in Mark Two was 62,000 pounds. Besides an improved rate of climb a shorter takeoff and greater speed, Mark Three can fly in higher altitudes, due to bigger wingspan (104 feet instead of 90 feet) and the more powerful engines. The improvements in the rudders and stabilizing fins have increased its power of manoeuvre and improved its defensive ability when attacked by fighters. Its armament is 9 300 Browning machine guns four in the upper turret amidships, four in the tail, and one in the nose. The crew member is seven. The term "skyscraper" was originally applied to a skyscraper of triangular form.

LONDON—(CP)—The Conservative sub-committee on education, in a report recommended that there be beer-selling facilities at rural education centres to attract farmers and farm workers. ORIGINAL SKYSCRAPER

MACS BLOOD FOOD For pale and thin people, a combination especially valuable in the treatment of those diseases where their origin is traceable to an impoverished condition of the blood. One of the greatest remedies in the treatment of Rheumatism. For those who have lost their appetite Macs Blood Food will prove the restorative. Get a Box now. Price 50c.

Dr. Evans Stomach Mixture A very effective means of obtaining relief from disorders of the digestive organs which are attended by gas, head-ache, heartburn, pain below the heart. Recommended for indigestion, dyspepsia, sour stomach and all stomach troubles. Price 85c per Bottle. THE TWO MACS 149 Great George Street Mall Orders Given Prompt Attention.

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Islanders on Active Service The Canadian Legion with the assistance of the Provincial Government are anxious to compile a complete list of all P. E. Island enlistments in the Armed Forces during the present war. It is of the utmost importance that we have a complete roll of all our sons and daughters serving in the Navy, Army, Air Force or Merchant Marine, whether they enlisted in P. E. Island or not. Will you as the next of kin or friend of the man or woman on service co-operate with the Legion by sending us the name, number, rank, branch of the service or unit, and forward to: P. E. PALMER, Enlistments, Canadian Legion, Charlottetown, P.E.I.