

THE CHARLOTTETOWN GUARDIAN

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

FRIDAY, JULY 19, 1940.

Unfair Discrimination

A return was tabled in the House of Commons recently which showed that every Government department has taken on more employees since the war commenced and that the annual cost of this increase is well in excess of \$5,000,000.

No province in Canada is more desirous of co-operating in governmental economy at this time than Prince Edward Island; but there is a growing feeling locally that discrimination is at the bottom of the stoppage of such important projects as the improvement to the railway wharf at Charlottetown.

The main trouble with the cooperative movement in this province is that it is not cooperative but bureaucratic. Outstanding examples are the butter factories, the cheese factories, the potato growers, the egg and poultry circles, and now the live stock.

Our representatives at Ottawa should make it their business to inquire why, with governmental extravagance rampant in other quarters, this Province is being deprived of essential public services, already in course of completion, on the plea of wartime economy.

Request For Canadian Cheese

Following the statement by Hon. J. G. Gardiner, Dominion Minister of Agriculture that, according to cable advice from the United Kingdom, the British Ministry of Food is desirous of obtaining the largest possible quantity of cheese from Canada this season.

Exports of Canadian cheese to the United Kingdom are already being stepped up to meet this request from the British Ministry, the Board points out. Whereas the quantities to be shipped according to the agreement recently signed were 1,500 long tons in May (2,240 lb. per ton) and 3,000 long tons in June, the Dairy Products Board charged with purchasing and shipping the cheese under the agreement is making provision to have these quantities increased to a total of 6,000 long tons by the end of June.

Under the terms of the original agreement, the British Ministry of Food agreed to take up to 35,000 long tons (or 78,400,000 pounds) of Canadian cheese ending November 30. The Ministry's recent decision means that additional quantities will now be taken—as though they have been included in the above agreement, namely, on a basis of 14 cents per pound for first grade cheese, f.o.b. Montreal.

On the other hand, the Agricultural Supplies Board explains, there is no indication that Canadian butter will be required by the United Kingdom. Butter in Britain has been strictly rationed at four ounces per person per week and British consumers have been encouraged to use margarine widely since the materials needed in its manufacture are available in large quantities in Great Britain.

In view of these facts, it is the opinion of the Agricultural Supplies Board that farmers who can take advantage of cheese factory outlets for their milk should be urged to do so, in the knowledge that the resultant product will be needed for export. Dairy farmers and others interested in the Canadian dairying industry, the Board points out, know from experience the result on domestic butter prices of the accumulation of any considerable surpluses of butter when there is no export outlet in sight.

factory milk in general. Those provinces chiefly interested in the production of cheese for export have therefore been asked to have their dairy commissioners bring to the attention of the dairying industry, and particularly the operators of cheese factories and creameries, the turn that events have taken, and to have their agricultural representatives or other fieldmen urge upon the farmers in their districts the advisability of taking measures to increase the production of Canadian cheese.

By keeping up the flow of summer milk and diverting as much of this summer milk as possible to cheese production, Canadian farmers can help meet one of the needs of the United Kingdom at this time.

EDITORIAL NOTES

The British Admiralty press section, adding up German claims of naval successes, state that the Nazis have claimed they have sunk or damaged 20 capital ships in the last four months—five more than Britain possessed at the start of the war. It said also that 15 more cruisers than Britain had last September have been reported sunk or damaged by the Germans.

It appears transatlantic flights between New York and the British Isles via Montreal and Newfoundland will be started within a month, by Airways Atlantic, Ltd., a subsidiary of the British Overseas Airways Corporation. The planes, 25-ton four-motored flying boats like the Cabot and the Caribou in transatlantic mail service last summer, will carry mail and an unannounced number of passengers. They will carry no protective arms.

Britons, who already have had their all-important tea rationed, will shortly have to go without fancy pastry. The Food Ministry announces that beginning Aug. 5 the making of iced cakes, cream buns and eclairs will be banned. After that date it will be an offense to place sugar on the exterior of any cake, biscuit, bun, pastry, scone, bread or roll. After Sept. 2 the sale or purchase of such tidbits will be forbidden.

The Spanish Armada defeated this date, 1588. This fleet was sent against England by Philip II under Commander Duke of Medina Sildonia, an inexperienced officer. The ships were unwieldy and undermanned; the gunnery inferior; and the provisions scanty. On the other hand the English fleet was planned with a view to a naval battle, under Admiral Howard, with Drake, Frobisher, and Hawkins, subordinate Admirals, and finally routed the Spaniards, the destruction being completed by storms. The failure of the Armada was fatal to Spain's prestige, and it began the naval greatness of Britain which remains to this day.

Wendell Wilkie's mother, who lives in Rushville, Ind., remarked in 1917, when the man who has stamped the Republican Party nomination for President of the United States was on the trail of his bride-to-be, "You're the girl Wendell's going to marry?" Mrs. Wilkie was talking to Edith Wilk, spunky, fair-haired, blue-eyed girl from Elwood, the Wilkie home town. Edith Wilk, blushed. "Oh, no, no," she protested. "It must be a mistake. I've just met him. And—well, I never heard anything about it."

Not a few rush marriages took place here, as elsewhere, to get ahead of the military deadline, 15th. Now only those men who were in matrimony before that date will be considered to be in double harness when registration takes place. But this will not affect the separation allowance for those men who enlist for overseas and are married subsequent to the dead line. Under regulation 17 copies of the registration certificates of all single men and widowers without children from the age of 19 to 45 must be sent to the judge of the district appointed for the purpose who will allocate the military category of each.

The war has cut down Europe's food supplies to such an extent that at least 35,000,000 people will be on near-starvation rations by November, according to Mr. John Maloney, American Red Cross representative, who is en route home after conferring with Red Cross Societies and government officials of nineteen European countries during the past four months. The war has interfered both with agricultural production and with imports from other countries, Mr. Maloney said, but emphasized that a second disaster—bad weather—had greatly aggravated the problem. Last Winter was unusually severe throughout Europe, and even if there had been no war, there would have been a serious shortage of grains and fruits.

A group of prominent New Yorkers are advocating a political and commercial union of the United States and the British Commonwealth, under which a provisional inter-continental congress would be set up under the proposal. The governments of the participating countries, the United States, the United Kingdom, Canada, Australia, New Zealand, Eire and South Africa, would remain empowered to govern at home, "in all the fields of government except the few that they expressly agreed to give The Union. The Union would substantially strengthen the material defences of the British Isles, tremendously improve the fighting spirit of the people, allow them to hold the fort," according to the ad, which declares: "We face now not George III but Adolf I." A "proposed declaration of interdependence" is appended to the full page advertisement appearing in the New York Times. Prime Minister Churchill's rejected offer to France of a union with Britain was cited as "proof the British consider such a proposition practicable and await only our invitation." The plan is based upon ideas expressed in Clarence K. Streit's book, "Union Now," which proposed a union of the world's democracies.

NOTES BY THE WAY

In some ways life gets easier, as the saying is. A rotating brush, operated by a thumb pressing a lever on the handle, has been invented for cleaning teeth and massaging gums at the same time. — St. Thomas Times-Journal.

Northern Ontario alone could go far toward providing homes for the 10,000 British children who will be brought to Canada away from the constant danger of death by Nazi bombs. This Dominion could take far more than the quota set now. — Timmins Press.

The latest memorandum from the League of Nations announces that consideration is being given to the illegality or otherwise of the British action in removing British prisoners from the Almark. That seems like ancient history today. — Calgary Herald.

The British slogan "Go To It" which is now prominently displayed throughout important centres overseas, should be vigorously adopted in this country as well. Time is precious. Every effort should go into the efficient prosecution of the war effort. — Halifax Chronicle.

Gandhi described Hitlerism as "a naked, ruthless force reduced to an exact science and worked out with scientific precision." He added that the Fuehrer was not "owning an empire but the burdens of sustaining its crushing weight." The little reader of his people has the faculty of terse and original expression. — Brantford Expositor.

We accuse the Nazi Government of exploiting their present position of conquerors in Poland by inflicting upon millions of people the necessary suffering. We accuse the Nazis of having killed 1,000,000 Polish civilians, men, women and children — by merciless bombardment of open towns and machine-gunning of defenceless people from low-flying airplanes. We accuse the Nazis of having executed or tortured to death tens of thousands of Polish men, women and children, priests and Jews because they were loyal citizens of their country. We accuse the Nazis of having killed or exposed to death by inhuman treatment 200,000 innocent Polish children. We accuse the Nazis of taking young children of science and culture, men and women of all ages, the flower of Polish youth and the future of the country, and exposing them to the horrors of physical and moral torture. We accuse the Nazis of having deported millions of Poles, men and women, and of having dispossessed them from their homes and of having treated them worse than animals. We accuse the Nazis of having disrupted Polish families, parted men from their wives, children from their parents, of having taken young girls of respectable families away from their mothers to be used in military brothels. We accuse the Nazis of inhumanly stopping the natural increase of Polish population by forbidding young people to marry, by exposing thousands of children to starvation. We accuse the Nazis of attempting by these methods to exterminate the whole Polish race in order to create for Germany an open living space. From the magazine, "Future," published by Poles of the United States.

By order of Sir Philip Antroub the hammer of the un sentimental auctioneer hovers over Amesbury Abbey. This historic place is near Salisbury, and dates very far back though it was rebuilt in 1834 by Hopper, who followed in so doing the Palladian mansion designs of John Webb, a nephew of the great Inigo Jones. The place includes a mansion and nearly 200 acres, with a mile of good fishing on both banks of the Christchurch Avon. The Abbey estate was broken up just a quarter of a century ago, and then divided into eighty-nine "lots," one of which was Amesbury, which Canon Rawnsley called the sacred rampart of Salisbury Plain. That is now, thanks be to the property of the nation, as it ought to be. The present owner of Stonehenge, our most historic monument, offered it for sale in 1901 for £50,000. The offer was rejected by the Government as exorbitant. Whereupon the indignant owner threatened to sell the stone to an American millionaire for shipment across the Atlantic. On which the Chancellor of the Exchequer of that epoch replied that, on any such terms, he would send a regiment from Ottawa to protect it. — Ottawa Journal.

Just how the United States would prevent the invasion of Canada at any time within the next twelve months, if the British fleet were in German hands, is hinted in a letter to the Ottawa Journal. See by 1943 or 1944 the United States should have two ocean navies and would be able to offer stout resistance to any sea-borne attack against the North American continent. But that is three or four years away. — Edmonton Journal.

How fast can a bear run? Sandy Heggart says he chased a full-grown bear on the Park road last week, a distance of about three hundred yards. His speedometer registered 34 miles an hour. While Mr. Heggart was throwing gravel at Sandy, his daughter was loading the bear started down a sand hill alongside the road so fast that he turned turtle and rolled like a ball. — Huntley Ille Forester.

A ship load of interned prisoners

"Very Comfortable"

(Halifax Chronicle) Mr. Howe told Percy O. Black and others of the parliamentary committee on railways and shipping yesterday that Halifax had a "very comfortable" service from its airport to the T. C. A. terminus at Moncton. That is begging the question. The feeder service has been improving, but the need for a true coast-to-coast T.C.A. system still exists.

The national system should be truly national. It should operate from the Atlantic to the Pacific with the same direction, the same responsibilities for service and comfort throughout. It should operate, too, so that it would provide useful interprovincial communication in the Maritime provinces, and afford an alternative to maintain uninterrupted operation. It is of little use to have a feeder service operating to Moncton, for instance, if T.C.A. planes are unable to fly out of that airport to Montreal.

There are several airports between Halifax and Montreal, all of which can be used on a reasonable route. A choice of airports would overcome many difficulties of weather-battered air routes. The service to operate with few interruptions. The present compromise arrangement is anything but satisfactory. The Maritime provinces are entitled to better facilities for air mail and passenger traffic.

Ferry Service Out

(New Glasgow Evening News) From present indications, parties who want to travel to the Island without going to Tormentine will have to wait the old Hoeheisaga as the new ferry service is definitely out for the duration. Official explanation is that no boats can be obtained as they are picked up for naval work as soon as they are purchased. This ends for a time at least, a scheme that saw considerable of the hard-earned cash of Canadians poured out at Carriboo and Wood Islands. To date the expenditure, according to information supplied Senator G. E. Tanner by Hon. Raoul Dandurand, government leader in the Senate, totals half a million dollars. Some what more than \$280,000 was expended at Wood Islands and another \$220,000 at Carriboo.

There remains to be expended a mere \$1,000 at Wood Islands, and \$10,577 at Carriboo on construction work and \$2,500 on water services and ticket office at this end. Meanwhile the Nova Scotia government has expended a heavy sum building up the highway to Carriboo from Pictou and the same must have been arranged by the P. E. I. government over the 30-mile route from Wood Islands to Charlottetown.

The ferry service, when first mooted, was an Island proposition, and aroused considerable opposition, especially at the shoreline, where it was feared it would take away the business accruing from the old Hoeheisaga, not the best boat in the world. Later, when the route from Carriboo was put through Pictou, the opposition died down, but the information that experienced seamen of the coast held Carriboo Harbor out never kept clear of our knowledge. We trust the expensive dredging to put it in shape will not be lost before the service finally gets under way.

The Poet's Corner

NIGHT CLOUDS
Fluffy puffs of silver—
Heavenly cobwebs of mist—
Languidly swimming through the black
Sea of night—
Teasing the moon—
Tugging the radiant plumes—
Bright,
Soft,
Flowers of Space,
In dreamy beauty,
Floating across the heavens,
And peace is supreme.
—Bob Nystedt.

arrived in Quebec and were at once transported to internment camps. In the hinterland of Pictou, ada far from civilization," needlessly announced the blatant Canadian broadcasting service. The broadcasters cannot get clear of giving to things the worst possible aspect. The success of nerve upsetting created in the Moose River tragedy seems to still be the pattern for our broadcasters. — New Glasgow Eastern Chronicle.

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THE TWO MACS

The Burma Road

(The Canadian Press) The Burma Road, which Great Britain has agreed to close to halt a flow of war supplies to the Chinese Central Government, is a highway which might have been conceived by a Hollywood director and executed by the Pharaohs of ancient Egypt.

It follows the ancient "silk trail" traversed by Marco Polo in the 13th century. It is a vital part of the 2,000-mile-long trade route from Burma's seaport of Rangoon to the Yangtze River, connecting the Burmese railroad at Lashio with Kunming (formerly called Yunnanfu), the capital of Yunnan Province.

Work on the most difficult stretch of the great new road, between the Burma border and Kunming, was not started until the fall of 1937, when military exigencies caused the British authorities to cut through a freight route to British Asia to ship products to regions cut off by the Japanese occupation of Pacific ports.

The Hollywood setting is provided by sparsely settled regions of snow-capped mountains and rice-bordered plateau lakes, tropical jungles of bamboo and teakwood and forests of towering evergreens where bands of Gibbons scream in the shadows and strange birds chatter and sing.

The suggestion of ancient Egyptian methods of construction is inescapable. Most of the construction was done by hand by thousands of men, women and children with only a few crude tools.

Sometimes for a steam-roller they used cylindrical boulders pulled by water buffalo. On long stretches they used large flat stones as paving.

There were untold difficulties, the builders carried on, crossing high mountain ranges as well as the great gorges of the turbulent Salween, the Mekong and numerous other streams.

There were untold difficulties, but the work went on until heavy trucks were soon sharing the trail with the heavily laden oxen and their antique carts.

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MONKS RETURN FROM EXILE VICHY, France, July 17.—(AP)—The Carthusian monks, makers of Chartreuse liqueur, are being allowed to return to their monastery high in the Alps at Fourviere after a 37-year exile from France. The order was founded in 1088 and the monks lived there until 1903 when the separation of church and state became effective. Since then they have been living in Farneta, Italy. Keep Minard's in the home.

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