THE CHARLOTTETOWN GUARDIAN

Morning Daily (Founded in 1887)

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

TUESDAY, MARCH 7, 1944

Mr. Bracken's Appeal

In his speech at the annual meeting of the Progressive Conservative Association of Canada at Ottawa last week, Hon. John Bracken made some trenchent comments with regard to party policies. "I would like you to understand," he said, "that this Party is being built up not just to win elections. It is being built up to serve Canada. It is being built up to deserve the confidence of the Canadian people. I look upon it, not as a Party in the ordinary sense but as a movement of the Canadian people in all walks of life who are determined that Canada shall be freed from whatever shackles hold her back. It is not a movement of one class or creed or one economic group. It is not based on prejudice. It does not believe that there are groups deliberately planning to hurt Canada for their selfish advantage. It does believe that its economy is man-made,—that it, therefore, is not necessarily perfect, and that it is our duty to work toward its perfection. This Party as now constituted comprises men and women of every walk in life, and aims to serve men and women in every walk of life to the full extent of the nation's capacity, and on the basis of fair rewards for the service each one gives. We don't propose to wreck any essential machinery of our economy. We propose truly to see that it is made free to work toward desirable social ends."

The simplicity and sincerity of statements of this kind need no commentary. They are the hall-mark of the statesman, as distinguished from the politician however cunning and able the latter may be.

Mr. Bracken believes that the people of Canada, despite their magnificent war effort, are suffering today from a feeling of immense frustration. At the moment they are fed and clothed and housed; but they are looking for a lead, waiting for some positive assurance of post-war security. And when they think of security, they mean continuing jobs at adequate pay — not a dole, however attractively it may be dressed up. They do not want either of the extremes that is being offered them—the tyranny of reactionary capitalism, with its recurring hardship and unemployment on the one hand, or the tyranny of Socialism, with its regimentation of the citizen and its forfeiture of private property on the other. The people want economic security, but they insist that political and economic freedom shall go along with it. That means, first and foremost, a national economy under which all classes can prosper. There is urgent need in Canada for a Party to fill these specifications.

"That is why the Progressive Conservative Party fifteen months ago decided to be progressive," Mr. Bracken said. "That is why you and I and increasing thousands more are out to make this Party the party which will give the ordinary people of the country what Providence has made it possible that they might have—the fullness of the earth's production, fairly distributed—not an artificially restricted portion of it, whether fairly distributed or not...Had I not believed that we could succeed in this great purpose, without wrecking our economy and without bringing in State Socialism, I would have stayed at home in Manitoba."

Mr. Bracken disclaimed any prophetic knowledge as to when the election is going to be. "That decision rests with someone else," he said, "whose temper is rather uncertain these days and whose moods are quite unpredictable. Unfortunately, the Prime Minister is apt to regard his power to call an election or prolong the life of the government as a convenient instrument with which to confound his political opponents. Neither his temper nor his discretion, however, are being improved by his constant examination of the political barometer. The hand keeps swinging over to 'stormy weather' and he dreads the time when he must don his oilskins and take to the lifeboats."

"After visiting many parts of Canada," Mr. Bracken added, "I can assure you that we are moving steadily along the road to victory. The work which was done at Port Hope and at Winnipeg, and the efforts that have since been made to elaborate that work are bearing fruit. We have begun to deserve the public confidence and because of that, we are winning an increasing measure of public support."

The Russian Campaign

Writing in the New York *Times*, Hanson Baldwin, noted war correspondent, sums up the results of the Russian Winter campaign, now nearing its final phase, as follows:

1. Germany still holds the Baltic States, much of the Western Ukraine, with its grain, the lower reaches of the Dnieper and the Crimea. The defence of the Crimea has become an insular defence, but as long as the Germans hold it they will be able to exercise a measure of control in the Black Sea. The war is still in Russia; nowhere has the Russian advance yet crossed the boundaries from which German divisions started their ill-fated march in June, 1941.

2. So far the Nazis have prevented severance of direct communications between their southern armies in Russia and those farther north, which was probably one of the main Russian objectives of this winter.

3. So far the enemy has kept the front well away from the East Prussian border, and also well away from the borders of the politically unstable Balkans in the south. At the closest point of their advance, the Russians are some 530 miles (airline) from Berlin, 230 miles from Riga in Latvia, 210 miles from the nearest point of the border of East Prussia, 105 miles from the eastern border of Rumania proper (exclusive of Bessarabia).

4. The Germans have undoubtedly inflicted heavy casualties on the Russians, though many of the enemy's claims are unquestionably exaggerated.

5. As a whole, despite losses, and the destruction of some cut-off and encircled divisions, the German army has been kept intact on the Russian front—one of the principal German objectives. There has been no rout; the enemy is still fighting hard and skilfully.

6. The Germans are still on the strategic defensive, still following in Russia a strategy of fighting retreat, of trying to exchange space for blood and time. They have, on the whole, conducted a successful retreat.

The picture here given may be different from that which the average reader gains from day-to-day reports, and less comforting; but a slight study of the map shows it to be accurate. At the same time no good can come from trying to see the war in its wrong dimensions; much less can it come from wishful imagining on the basis of wrong premises. The real truth is that the war is still far from being won; that no visible signs promise its early ending, but that, on the contrary, the outlook is for long, hard fighting ahead.

— EDITORIAL NOTES —

Sir John Herschel, baronet, English astronomer, died this date 1871; his "Outlines of Astronomy" passed through ten editions, a record till then for scientific publications.

* * * *

Ottawa is so over crowded with delegations and visiting officials and others interested in wartime projects, that Cabinet Ministers will soon find it necessary to get out and seek pastures new.

* * * *

According to the first all-India rice forecast, India's total rice crop will be a record one, exceeding 28,500,000 tons, as against her pre-war consumption figure of 27,500,000 tons, made up of 26,000,000 tons produced in the country, and 1,500,000 tons imported from Burma.

* * * *

A Labour Investigation Committee which will investigate questions relating to wages, earnings, employment, housing and social conditions of industrial workers in India has been appointed by the Central Government with a view to collecting data for evolving plans for the social security of Industrial labour.

* * * *

The third Victoria Cross presentation parade to be held in India since the outbreak of the war was witnessed on January 5th, in New Delhi, by more than 5,000 spectators, when the Viceroy presented the V.C. to the widow of Company Havildar Major Chhelu Ram, 6th Rajputana Rifles, and pinned the Cross on the breast of Jemadar Gaje Ghale, 5th Royal Gurkha Rifles.

* * * *

In the last war, Britain put into the field an army of 5,000,000. In the present war, her manpower effort as regards the Army, Navy and Air Force is very much greater. In addition, the output of her war factories today dwarfs production of 1918. This achievement has been possible only by using the services of her womenfolk on a scale which far surpasses that of any other belligerent — including Germany.

* * * *

In the current issue of B.A.I.C. Aviation Bulletin, Mr. J. A. Wilson, director of air services of the Department of Transport, predicts ample scope in Canada after the war for all the energy and enthusiasm aviation engenders, but cautions against the mistake of over-development with danger of subsequent failures and retrogression. In international air transport, Mr. Wilson considers growing mutual confidence and respect among the United Nations promises settlement on broad lines. While the exact form of the final settlement has not been determined, and Canada's future position cannot therefore be completely prescribed, the article states it is obvious Canada is interested in three major spheres of operation: trans-Atlantic, trans-Pacific either by the northern route via Alaska or the southern route by Honolulu, and a route to the Caribbean and possibly South America. Here in Canada, it is Mr. Wilson's view that development of aviation will depend to a large extent on development of the north country, and expansion of the mining industry. On the other hand, he believes also that every normal boy and girl will want to learn to fly, which will require great extension of our airway system, and he suggests that within 10 years the aircraft industry might have an annual production of 10,000 aircraft, mostly of the "puddle-jumper" class, though a proportion of larger aircraft would be required.

* * * *

The war program of electric development has resulted in the addition of more than one and three-quarter million horse-power during the first four years culminating in the record installation of 1,062,273 h.p. during 1943 to meet the maximum estimated demand for munitions production and civilian use. Because this total includes the capacity of three units transferred to newer stations and certain other necessary adjustments, it must be reduced to a net increase for the year of 810,973 h.p. bringing Canada's total hydraulic development as of January 1, 1944, to 10,034,513 h.p. Great as this installation is, it still leaves more than 80 per cent of the Dominion's water-power resources available for future development as demand arises. According to the Dominion Water and Power Bureau, Department of Mines and Resources, Ottawa, more than 90 per cent of Canada's total hydraulic development is installed in central stations. These distribute electricity to the public, and generate more than 98 per cent of all electricity sold in Canada or exported to the United States. With the exception of that for January, the output of each of the first ten months of 1943 showed a substantial increase over the corresponding month of the previous year. Total output for the year is expected to exceed 40 billions of kilowatt hours.

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.

CREDIT TO WHOM DUE

Sir,—Mr. Saville, the member for the Georgetown district in his speech on the Draft Address, spoke of Prince County having progressed since the Liberals came into power.

What are the facts? All the time that the Liberals were in power from 1896 until 1911, Prince County got absolutely nothing in the way of progress or improvements, and I challenge any one to point out one single benefit that came to Prince County during that time. However, when the late Dr. Murphy (afterwards Senator) was nominated as a Conservative candidate for Prince County, then things began to happen at long last and Prince County accordingly developed. The late Mr A A. Lefurgey who had previously been a Federal member, was nominated after Dr. Murphy was appointed to the Senate, and kept up the good work started under the Borden government. Mr. Borden, the great Conservative Prime Minister, kept his promises. The car ferry was established and the work of widening the Railway gauge was commenced. A boom in business was evident in Prince County and in fact the whole Island prospered.

Besides this we do not forget such outstanding and practical local members as the late Hon. James McNeill, George Pope, Shelton Sherpe and of course the Hon. A. E Arsenault now Judge Arsenault. These men and other Conservatives were all workers and the above facts should have been pointed out in the House in answer to Mr Saville's remarks.

In mentioning the names of the above members who did so much for Prince County, we do not forget for one moment the late Mr. A E McLean who was liked and admired by all, and who ably represented all parties in Prince County.

I am Sir, etc
PRINCE COUNTY.

OUR TRANSPORTATION—WHAT TO DO

Sir,—After reading and hearing others commenting on what we should have to overcome the congestion of freight and passenger traffic between Borden and Tormentine, I concluded to offer my humble opinion on what we need and what we must have as quickly as possible.

It may appear all right to some to advocate a tunnel a viaduct or a change in the position of the present docks, all of which would at least take from three to six years to accomplish, then what would we do in the meantime, depending on the old boat all this while?

Now that the government is curtailing the construction of ships for war purposes, and that building docks are available, as well as labor and material, why not rush the construction of a ship similar to the "Charlottetown" with perhaps a few changes, so as to have her on the run on or before Dec. 1st this year

The old "Prince" is all right for summer work, and to relieve a new ship while dry-docking.

The ship to operate here, winter and summer, should be steam driven and oil burning. The fuel tanks and pipeline to the pier for fueling are already here, and no extra expense

I understand the management are contemplating a diesel electric powered ship. It remains to be seen whether a ship with diesel-electric power would cope with ice conditions such as we have in the Northumberland Straits where the ships propellors are stopped suddenly without warning; perhaps these conditions would be too hard on the motors However I am not in a position to talk intelligently on diesel power

If our Island Boards of Trade would contact our federal members and by working together insist on having a ship on the blocks before the end of this month we would be assurred of a new boat for next winter

I am, Sir, etc.
MARINER

ELECTRIC POWER, CAUSEWAY, TUNNEL

Sir,— Shakespeare said, "Sweet are the uses of adversity.' There is also a reversed maxim which says "praise is enjoyed by Saint and sinner". Adulation has somewhat inflated the Ego of this scribe and stimulated his afflatus to the extent of inflicting his views on a quiescent public—for good, bad, or indifferent

The appeals of Hugh Campbell of Grahams Rd., and Mr Dewar of New Perth re damming our two best streams, viz., the Dunk and Morell rivers to generate electric power appear to be logical,—and as Mr. Churchill said when asked point blank by one of the boldest war correspondents, if it was intended to defeat Germany by bombing alone, answered "It's worth a good try anyhow". "The ironical laughing" (Campbell) of their rippling waters could easily be turned to good account.

Causeway or Tunnel?

Concerted action must be started right away. A "long pull and a strong pull, and a pull together" is needed. Our representatives at Ottawa and our Boards of Trade can't be expected to do it all. They are not magicians who can wave a magic wand and lo! produce a tunnel or a causeway. If they are backed up by a concerted cry from all our people—loud enough to be heard from coast to coast, then our confederation guarantee of "continuous communication" with the mainland would stand a much better chance of being implemented. Our four M. P.'s and four Senators are a small contingent among 245 commoners and about 80 Senators — all self assured and vocally militant in the interests of their provinces and constituencies. There is still ground for hope—even if long deferred—We have two men in Cabinet, Dr. Cyrus MacMillan is Deputy Air Minister and Mr Ralston's tones are Stentorian enough to be easily heard and heeded. The other Maritimers will be with us in word and deed. We must not forget also that there is quite a generous sprinkling of native born Islanders representing constituencies in the western provinces, who will certainly not stultify their native province. It is generally recognized across Canada that P.E.I. suffered by lack of war industries; and that fact coupled with the knowledge of our magnificent war effort will conduce to a spirit of generosity to us. If memory serves rightly the "continuous communication" clause had a conditional phrase relative to weather and ice conditions which admitted of a flexibility of interpretation which could cover a multitude of inefficiencies. Perish the thought that our Captains and boatmen ever took advantage of that smoke screen—they had too much pride in the power of their boats, and their ability to manouvre.

We are running the "high hazard" with one boat. Iron and steel have a life cycle. Even great portions of bedrock disintegrate; hence alluvial deposits of gold and other precious metals. We are soon due for one of those winters the old time "ice-boat" men talk about which could hold the boat up for three weeks. I have the temerity to think that a causeway, if feasible, would be the better method of transport — a visual link that would well and truly make us an integral part of a "Dominion from sea to sea". Let us try to make an appproximation of the cubic contents required and probable cost. If memory serves right Capt. Reid said the greatest depth was 15 fathons (90 ft.), presumably midway. Allow 24 ft. depth at the end of either wharf, 4 mile incline from centre to each wharf (90 to 24) average 48 ft. Add to that 20 ft. above high water for security from ice floes and wind pressure on ice, makes an average of 68 ft. in height for 8 miles, 40 feet. crown for top. The natural flare outward of the dumped rock and gravel is harder to guess, say 1 ft. in 3 (33 1-3%). It would be an extensive spread in the 90 ft. area. That would make an extra 16 ft. solid triangle on each side, both shoulders then would make a solid 16 x 48 ft., total 53 x 48 x 8 miles, which makes a cubic content of 4,352,680 cu. yds., at $2.00 or even $3.00 per yd. I suppose this will be a joke for the engineers, but if it starts the local "Einsteins" to ciphering it will have accomplished something. The work could be done in two or three years. It resolves itself to a mathematical calculation of "man-hours" — would give employment to a great number of men after demobilization,—which judging by the tempo of the war, will see the German Junkers war lords and their gullible idol worshippers sent to oblivion. The Americans too are going into the multiples against the Japs. Their (the Japs') number is up. We may hear of daring and electrifying action anytime. Our kin south of the 49th parallel have the planes, ships, guns, and men with an iron will to win. The sneak raid on Pearl Harbor was a blessing in disquise (please pardon the digression).

Mr. W. P. Callaghan and Hon. Horace Wright are "sold" on a tunnel. Mr. Callaghan has had the experience of crossing by "ice boats" in the '90's—"wooden boats and iron men". No place for hot house petunias. He thinks a causeway would'nt stand the force of wind and packed ice. That's one of the "imponderables." The engineers would have to "guess" like the rest of us. The wind and tide COULD come strong enough to tumble the ice right over the the roadway.

The writer has seen ice piled on the reef off Mimingash harbor that appeared to be 30 to 40 feet high—water 7 fathoms on the reef. That sort of heavy clumpets from the north might not get around West Cape and into Northumberland Strait — (another "imponderable") — Another enigma is the meeting of the tides coming in from Point Prim and West Cape. How much they would be affected by wind, etc. There would require to be a lot of research and exploration if a causeway is to be undertaken. It would be interesting to hear from some of the dwellers along the South Shore on this,—or Captains Reid, McGuire and Paquet. Another thing I would like some light upon is, the hypothetical proposition of whether or not electric power could be generated by tides running through a bridge in a causeway? The probable cost of a tunnel? The comparative amount of labor days required in each project? etc., etc. We must awake from our apathy and lethargy,—pass resolutions at Farmers', Produce dealers and Merchants' meetings—not forgetting Women's Institutes, so as to strengthen and inspire the advocacy of our representatives at Ottawa for a tunnel or causeway

I am, Sir, etc.,
J. PENDERGAST.

Kensington, P.E.I.

Lenten Meditations from The London Times

LIFE'S INEQUALITIES

"We hold this truth to be self-evident," wrote Thomas Jefferson in his historic "Declaration, "that all men are born equal." Yet in fact they are not, and the "self-evident truth" is found to be demonstrably untrue. Even among the children of one family, who begin with the same parentage and early setting of life, mental and physical inequalities reveal themselves in infancy. So far from the initial equipment being identical for all men, it is immensely varied. Frequent attempts to ignore this fact have proved futile, and it has wrecked many visionary schemes for the supposed improvement of the world The reformer may succeed in the laudable aim of providing equal opportunities for all; what he cannot do is to provide all with equal ability for using those opportunities.

In short, inequality of gifts, both of mind and body, seems to be essential to human life as God has designed it. Why this was part of the divine plan is a question which no one without gross presumption could believe himself able to answer in full. Yet it is not difficult to see how unattractive would be a universe of machine-like human beings, each gifted in precisely the same degree. If the unequal distribution of advantages seems unjust, there are counter-balancing truths to be remembered. Often it is the backward or ailing child who receives in a special degree the loving care of his parents. People who feel themselves handicapped by less than average health or ability can comfort themselves with the knowledge that they are within the family of God, are under the care of a Father who knows, and understands, and makes allowances.

Quite definitely, again, the teaching of our Lord shows that the results for which God looks are determined by the powers bestowed. The two-talent man has no need to be self-reproachful because at the end of the day he has not made five talents, and to each servant faithful according to his ability the same "well done" is spoken. Frankly to recognize this divine law of inequalities seems specially important in these days. No doubt the unequal treatment of human beings by faulty laws and institutions should be remedied, and every reform directed to this end is worth while. On the other hand, schemes based on the belief that all men are either born or can be made equal are bound to fail, because God has designed the human race otherwise. But there need be no discouragement among those who, feeling that their gifts are almost negligible, yet wish to be of service and to help in making the world more truly the kingdom of God. It is not by greatness of visible results that God measures success. To do what we can as well as we can is what the heavenly Father asks of each of us, and he asks nothing more.

The Poet's Corner

CHURCH - MONUMENTS

While that my soul repairs to her devotion,
Here I intomb my flesh, that it betimes
May take acquaintance of this heap of dust;
To which the blast of death's incessant motion,
Fed with the exhalation of our crimes,
Drives all at last. Therefore I gladly trust
My body to this school, that it may learn
To spell his elements, and find his birth
Written in dusty heraldry and lines;
Which dissolution sure doth best discern,
Comparing dust with dust, and earth with earth.
These laugh at Jet, and Marble put for signs,
To sever the good fellowship of dust,
And spoil the meeting. What shall point out them,
When they shall bow, and kneel, and fall down flat
To kiss those heaps, which now they have in trust?
Dear flesh, while I do pray, learn here thy stem
And true descent; that when thou shalt grow fat
And wanton in thy cravings, thou mayst know,
That flesh is but the glass, which holds the dust
That measures all our time; which also shall
Be crumbled into dust. Mark here below,
How tame these ashes are, how free from lust,
That thou mayst fit thyself against thy fall.

—George Herbert.

Red Cross Rural Workers are Asked to Have Collections and Reports Completed by March 18th

The Provincial Red Cross War Services Headquarters at Toronto are requesting all districts and divisions to do everything possible to complete their collections and forward to District Chairman from whom they received their supplies, not later than Saturday, March 18th.

There are several reasons that emphasise the urgency of this request, and Provincial Red Cross Campaign Headquarters wishing to co-operate with the National Organization are urging upon all workers the desirability of a quick and complete coverage of their districts wherever possible.

Returns from the rural districts are coming in in larger volume each day; and we sincerely trust that all workers will do everything possible to complete the work at the earliest possible date.

THE EARLIER THE BETTER

The Red Cross War Services needs this year will be the greatest on record. The tremendous increase in the activities of the fighting forces...on land... on sea...in the air...all demand comparable service from the Red Cross Society. More hospital equipment of all kinds, more blood plasma, more suplha drugs, prisoner of war parcels, supplies and drugs for civilians in bombed out Britain, as well as those being rescued in territory being recovered from the enemy.

Let us not gauge our giving by civilian standards—but let us GO ALL OUT—as do the boys on the fighting fronts. What do dollars mean to the man who may have to "slug it out" with the enemy, bayonet to bayonet, with life itself as the stake?

Let us give every dollar we can—and after doing our utmost, let us realize that in comparison with the boys in the thick of it, our gift is small indeed.

D. J. BONNELL,
Provincial Chairman
Red Cross Campaign

This War—Four Years Ago

(By The Canadian Press)

March 7, 1940—Liner ueen Elizabeth completed her secret maiden voyage from Britain to New York The British minister for air stated that Allied plane production outstripped Germany's. Sumner Welles, United States envoy, met Premier Daladier of France.

Minard's kills pain

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TIMES CHANGE

Seventy years ago, the sailing ship filled the eye and stirred the longing for adventure. Today it is the victory ship that carries the sinews of war, and our increasing confidence, overseas to the armed forces.

Throughout these years from wooden sailing ships of yesterday, to the streamlined fabricated steamer and air ship of today, we have always endeavored to keep pace with the vast changes that have occurred in transportation and its relation to Insurance.

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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.

TIGHT BINDING