

THE CHARLOTTETOWN GUARDIAN

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

WEDNESDAY, APRIL 12, 1944

What Premier Jones Said

The Summerside Town Council need not worry about having spoken too strongly on the subject of our car ferry grievances. They did not go nearly as far as Premier Jones when he said in the Legislature on March 8 last:

"One hesitates to speak about the difficulties today because they are so extremely serious. If the public knew all about it, I think they would be shocked and alarmed. A few of them might even move to the mainland. Conditions have been very bad, so much so that there has been a hush-hush policy this winter."

"I stated before that the new car ferry cannot be ready before September of next year. I do not see any reason to modify that statement. At any rate, the fact is that we have got to go through another winter without a new boat, and we have to get along with the one we have. The ferry we have has broken her rudder shaft on three occasions. On the last occasion the spare part was not on the boat, as it should have been, and it took a couple of days to make the repairs—both about 500 cars at Tormenting waiting to get across to this Province..."

"It seems to me that under the terms of Confederation when something has happened to interrupt our communication for which the Dominion failed to make adequate provision, we have a claim against Canada for the loss sustained. The delay of even a day or two might bring up claims of thousands of dollars."

"I believe that we should claim from the Dominion Government on account of delinquencies on their part for transportation across the Straits, hundreds of thousands of dollars—it may be millions." (Loud applause.)

This is the speech which was referred to in Parliament by members from other provinces, men who had no particular interest in our grievances, or responsibility for presenting them, but who were moved to generous indignation on reading the outspoken words of the Premier of Prince Edward Island.

Saskatchewan Elections

In Saskatchewan, as in New Brunswick, a Liberal administration is about to risk its life in a general election, notes the Ottawa Journal. The present Legislature was elected in July, 1938, and has run its course.

That election saw the Liberals poll 200,000 votes out of a total of 440,000, but this minority gave them 36 seats in the Legislature out of 52. That, however, was a sharp reduction from the 50 seats they held in the preceding House. Meanwhile the C.C.F. group was increased from five to eleven; Social Credit and the Unity Party each elected two members, and one seat was vacant.

There are no Conservatives in the present Legislature—which does not mean there will be none in the next. In 1938 the Conservatives polled 52,000 votes, or more than one-quarter the Liberal total, and although they did not elect a candidate, their total shows that the Progressive Conservative party still is a strong force in Saskatchewan politics. No doubt the C.C.F. will be formidable in the coming election, and altogether the traditional resourcefulness of the Saskatchewan Liberals will be put to full test.

Overseas Mail

Reference was made recently in these columns to the delay and extra work caused by improperly addressed mail for the overseas forces. This has been a big factor in the non-delivery of mail and the consequent disappointment of members of the armed forces. There are, however, other reasons, unavoidable under war conditions, why mail is sometimes delayed, and which are emphasized in a circular recently issued by the Postmaster General. The time taken, which to anxious relatives and friends may seem unreasonable, has been due to three more or less unavoidable causes, namely:

1. The lack of transport, both air and surface, on account of the imperative and incessant requirements for vital operations.

2. Adverse trans-Atlantic weather usually prevalent in the winter months.

3. The necessary movement of personnel from unit to unit and dislocation to meet the exigencies of active operations, and the need of tracing these men and re-directing their mail.

Relatives and friends are assured, however, that the post office of Canada is doing everything possible to facilitate the movement of overseas mail. The job is an increasingly difficult and complicated one, and it is well for the public to realize that even after every care has been taken in the way of proper addressing and packaging of mail, delays are occasionally inevitable under war conditions.

Works Must Be Timed

In planning post-war public works Canada must consider not only the value and revenue-producing capacity of the works themselves, but the time when they should be undertaken. Timing, as Mr. Bernard Baruch points out in a post-war report to the United States government, is all-important, if public works are to be used as a palliative for unemployment.

Immediately after the war, he says, a quick boom may be expected as the public rushes to buy goods long difficult to secure, and to spend its war savings. At the same time the nation will have to convert its war factories to peacetime production and will need labor and materials for this purpose. If the Government launches vast public works at this point it will divert energy from the task of industrial reconstruction and reduce the output of civilian

goods, which will require most of the available manpower.

In this diagnosis, Mr. Baruch concurs in the report of the James Committee in Ottawa and also in the belief that the danger of depression will occur after a post-war boom. It is then that public works may be needed, if, by then the world has not been able to reestablish international trade. Since there is a limit to public spending and public works, they should not be wasted in good times and unavailable in bad. The timing of works should be planned as carefully as their actual content.

EDITORIAL NOTES

Ceylon's crude rubber production exceeds the combined output of all the other territories accessible to the Allies.

By British action alone since January 1st, 1943, 19 enemy warships and a large number of E-boats have been sunk, also escort vessels, minesweepers and other auxiliaries, as well as 316 merchant ships, aggregating 835,000 tons.

One of the most unusual jobs in any of the services is the collection of spiders' webs to be used in the sights of binoculars and submarine periscopes. The extreme delicacy and strength of each fine thread fills the need for such precise wartime instruments.

The skill of the British anti-aircraft gun crews, as well as weapon-performance, has immensely increased since 1940. The crews are trained and re-trained in gruelling gunnery courses. One Me. 410 which crossed the coast north of London by night and was met by heavy anti-aircraft fire was shot down in pitch darkness from an altitude of over four miles with only 30 rounds.

These days parachute jumping is no more dangerous than jumping off a slow moving bus. Sprained ankles and wrists are down to a minimum, which is largely due to the fact that the parachutes are painstakingly packed. One Flight-Sergeant has been responsible for the packing of 38,000 parachutes and says he has never had one fail to open.

During the past four years, the morality squad of the Montreal police was instrumental in collecting nearly \$2,000,000 in fines, costs, seized money and "jumped" bail bonds from Montreal prostitution, gambling and betting interests. Mr. Louis Jargaille, assistant director of the force and chief of detectives, stated at the Cannon royal commission probe into the activities of the police.

Rodney's Great Victory this date, 1782; Lord George Brydges Rodney, British Admiral, destroyed Havre harbour in 1759; took Martinique in 1761; won the victories of Cape Finisterre and Cape St. Vincent and afterwards relieved Gibraltar in 1780; captured St. Lucia in 1781; and crowned his naval career by defeating the French fleet off the Leeward Islands in 1782 which gave the British unrivalled control of the West Indies and Central America; was created a baron, and lived for other ten years, mostly as a naval adviser to the Admiralty.

Carrying more coal to Newcastle. Coal excavations begun recently have resulted in the discovery of the biggest seam of out-crop ever known in Britain. Stretching for 26 miles from Newcastle into the heart of Northumberlandshire the seam is thought to hold several hundred thousand tons. The United States Army is to lend mechanical excavators to help production which, when in full swing, is expected to yield a weekly output as big as that of any of Britain's largest collieries.

A new Canadian wheat named "88" on which Canadian authorities are pinning hopes of combating the disastrous saw-fly, is nearing harvest in California. The wheat will be sown this year at the Swift Current experimental station where it was originated. The seed was taken to California to take advantage of climatic conditions in speeding reproduction. Dr. L. H. Newman, director of the department's cereal division, said calculation of the value of the new strain of wheat was "purely speculative." "Some years the loss from saw-fly has been extremely heavy and the saving might easily run into millions of dollars," Dr. Newman said.

Lord Sempill, winding up a Canadian tour, said at Ottawa that what impressed him most was the way Scottish people had taken hold in Canada. "You could take a Scotsman 30,000 feet up in the air, drop him by parachute, not tell him where he was going, and wherever he landed in Canada, he would feel at home," said the Scottish peer. He added that Canada offered a great future for Scottish families, if they would come out and go into primary industries. "Canada could use these Scottish people," he continued. "But they must be young, and they must come as families. Then they could go into such primary industries as farming, forestry and fishing."

The British Way. "A few weeks ago, seamen were surprised when — accompanied by a message from the Prime Minister — they were handed a leaflet asking them if they would signify their intention of taking part in the invasion of the Continent. They were surprised because they had automatically assumed that they would be there on the job. But the authorities felt that they weren't strictly fighting men—they were civilians in a civilian occupation — and there were several points above leave and overtime pay that would have to go by the board in an emergency. Would they be willing to put up with all the inconveniences which their fighting comrades would have to put up with? If they were—and the PM's message seemed to indicate that he was betting that they would be—would they please get their Identity Cards stamped with a V for Victory? The Result? — Charlie Jarman, who is the Secretary of the National Union of Seamen, announced that every merchant seaman in the county, with the exception of a hundred who were away sick, had had that very important V stamped on their cards." An extract from "When the Merchant Navy Invades the Continent"—a BBC shortwave talk by Douglas Willis.

PUBLIC FORUM

This column is open for the discussion of questions of interest. The Charlottetown Guardian does not necessarily endorse the contents of contributions.

GEORGETOWN NEGLECTED

Sir,—May I be permitted to offer some comments on the two very fine letters which appeared in your issue of Saturday last. One signed "King's County" and the other from the versatile pen of Mr. Pratt.

I think that "King's County" was slightly in error in stating that the County representative is and should be for some time been asleep. For I think most people know that Dr. Pratt is putting forth considerable effort to have the proposed dry dock built at Georgetown, but is meeting with stone-walled resistance from the Hon. Mr. Falcoun. It seems that this Mr. Falcoun because of his position in the cabinet is unable to overcome the other members. This is a dangerous practice and one that should not be allowed to continue if our democratic form of government is to survive.

I believe however that the learned Doctor "though momentarily down" is not through. Those who like many a famous fighter will yet rise from the canvas to floor his opponent, and on the wings of this hoped for victory will come the Dry Dock to Georgetown.

"King's County" refers also to the claims with regard to the proposed break-down of our transportation system. I would like alone the contents of that letter and say a survey of the potato situation on P. E. Island showed that on March 20, 1944, there were still 2,000 cwt. to be shipped. That would mean that 30 cars a day, every day, until the end of May, would have to be moved from the Island. Many of those that do will be subjected to the loss of weight by falling market, which even up to now has meant a loss of 5 cents per bushel. The market for Mountain Seed is through. Those who still have Mountain Seed are now obliged to sell them for table stock at a resulting loss of some 25 cents per bushel. Is it fair that these farmers or shippers should be called upon to bear this loss when the transportation system was solely to blame?

As for turnips, no complete survey of the available supply has been made but at Montserrat alone there are 25 cars, and we take it that like supplies were held in readiness throughout the Island. Those turnips had a value to the farmer of \$200.00 per car. Today they are valueless, a sorrowful lot, and in fact a purely agricultural province. \$323.00 is rather a heavy tax for a farmer on an island to be called upon to pay because of the Dominion Government has failed to carry out the terms of Union.

The picture is not so dark, however, for our Premier the Hon. Mr. Jones has said we have a claim against Ottawa for our losses. The Hon. Mr. Jones has said we have a claim against Ottawa for our losses. The Hon. Mr. Jones has said we have a claim against Ottawa for our losses.

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CAUSEWAY, ETC.

Sir,—After the loss of our good ship "Charlottetown" and having to resort to the old S.S. Prince Edward Island for our first line of transportation, I made inquiries as to the possibility of a tunnel or other permanent means of transportation to and from Prince Edward Island. I received the following information: Tunnel underground \$115,000,000 Steel, tubular & cement lying on bottom 70,000,000 Causeway 47,000,000

Seeing the vast difference between the cost of the tunnel and an up-to-date tunnel I investigated further about a causeway. My first inquiry was if there were such a construction in the world and was advised by an engineer of Macdonald College, Quebec, that there has one and it was 18 miles long and that on his vacation in Europe before the war, I think it was 1935 he had actually driven over it. This was the information I was looking for and when I found it I was twice as long as the distance between P. E. I. and N.B. I asked for the name of the engineer and I found that this causeway was built in Holland and cut off the large inlet water called the Zuider Zee from the North Sea. The Zuider Zee is a body of water measuring about 40 miles by 50 miles and it was built to rush in this gap as it is the only outlet with the exception of a small canal from the Zuider passing Amsterdam to the North Sea.

The reason for this colossal undertaking was to reclaim more land. The people of Holland in the north were farming about fifty thousand acres of land. This causeway with a lock in it for shipping they could then control the Zuider Zee and make it a fresh water lake. They could then reclaim another five hundred thousand acres of land which would gradually lower the water in the Zuider Zee as the tide wouldn't get in and when the tide would go out the water would be lowered by the lock.

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