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WEDNESDAY, AUGUST 6, 1916.

BIG AND LITTTE THINGS

While many wise (?) Canadians take pleasure in telling their hearers—or their readers—how sadly the Canadian Military authorities have bungled their war arrangements, it is refreshing to find that outside of our dominion praise is unstinted. Of course outsiders can afford to tell the truth without fear of endangering any of their political affiliations. It is otherwise among ourselves. A red hot Liberal paper, for instance, or a well wound-up Liberal orator that would venture the opinion that Sir Sam Hughes successfully managed the military problems which suddenly confronted him, would be endangering his political neck. Dr. Michael Clark of Red Deer came near losing the number of his political mess by suggesting in the House of Commons that his Liberal confreres had lost all sense of proportion in their criminal waste of time wrangling over little things while some thousands of Canadians were laying down their lives and doing big things over in Europt. Those were not his exact words but that was the gist of the speech which so nearly cost him his political connection.

The following, from the Pittsburg Despatch of recent date is only one of many similar compliments paid to General Sir Sam Hughes and the Dominion Government for their magnificent handling of the most difficult job ever tackled by any man or Government in Canada:

"The Dominion, even less military than ourselves, and without the pretentions permanent efficiency claimed by Washington bureaucrats, adopted a business-like method of transporting its volunteers across the continent an equal distance. The Ottawa Government simply included in the contract for troop movement everything that went with it. The railroad companies not only were required to furnish proper cars on which the men could sleep in comfort, instead of the three-to-two-seats-in-day-coaches methods on this side, but by the contract were bound to furnish the travelling troops with three hot meals a day. And the men got them. Why could not this have been done in this country? A great deal was heard of the mobilization of the railroads to help the War Department. If the job had been left to the railroads, as in Canada, it might have been accomplished with more credit to the Government and more comfort to the soldiers."

Our little critics who could have managed things so much better than Sir Sam Hughes or the Government did not take into consideration such little things as moving a few hundred thousand troops from one side of the continent to the other and seeing that they were properly fed and accommodated, they were more concerned about the possible rake-offs that might or might not be snatched from the large contracts incident to such an undertaking, a favourite passtime of the happy days when such opportunities were theirs. The speculation as to who were the fortunate (?) ones and the strenuous efforts to prove that "some one did it," naturally obscured the little things which elicited such unstinted praise from our neighbours. It would be well to note occasionally what our neighbours say of us. Measuring ourselves by ourselves and, especially, measuring those who are doing things by those who never did much, is neither elevating nor inspiring. We are living in an age that is seeing the world revolutionized and we are taking part in the revolution. In the midst of these stupendous things, trifling tuppenny ha' penny, faultfinding and factious meaningless criticism is little if any short of blasphemy, in any case it is disgustng.

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WANT TO HANG THE KAISER

A crowd of British working people, one of the largest crowds ever gathered at that Famous London meeting place, Trafalgar Square, the other day demanded loudly and insistently that the British should make reprisals on Germany for the murder of Captain Fryatt, by confiscating all German property in England and the hanging of the Kaiser, Von Tirpitz and Governor Bissing of Belgium, as common malefactors before peace should be concluded.

As to the confiscation of German property no doubt that will be one of the items taken account of in the settlement. Germany will have some bills to pay and her property in possession of the Allies in England, France, Russia and Italy will help.

The hanging of the Kaiser and his associates, would be the most merciful thing that could happen these wretches. If the Kaiser should survive the war what place could be found for him among the crowned heads of Europe, among honorable men? For the lies officially told by his government, for the acts of inhuman cruelty of his soldiers and sailors, he is directly responsible. It is by his instructions that the people of Germany are being kept in ignorance of what is occurring at the front. It was by his instruction and in obedience to his known wish that Captain Fryatt and Edith Cavell were done to death? How could he stand among and associate on equal terms with men? It was by his orders, directly or indirectly that the other day, on July 3, after the British had stormed a labyrinth of German trenches on a front of seven miles, to a depth of 1,000 yards— trenches, the construction of which had taken twenty months—after the British had taken the strongly fortified villages of Montauban, Mametz, Fricourt, and La Boiselle, with more than 4,000 prisoners and vast quantities of material, that the event was dismissed by the German communique with the remark, "The Anglo-French attack on both banks of the Somme secured, generally speaking, no advantages north of the river."

On July 7 our troops captured a further portion of the important work called the Leipzig Redoubt. They smashed the German line at Ovillers, and at La Boisselle they advanced over a network of trenches to a depth of 500 yards on a front of 2,000 yards. They seized two woods near Fricourt, and routed the Prussian Guard, who were hurled into the battle. The German version was that "on both banks of the Somme the heroism and endurance of our troops caused the enemy a day of complete disappointment. His numerous constantly repeated attacks were repulsed with heavy loss."

Before the war is over the German people will have found out that this, and many more similar official reports of operations at the front, were lies of the blackest kind. How could these people respect the official head of an institution that could lie like that? For the Kaiser's own sake, he should be hanged and with him those who were officially associated with him.

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PROFITABLE PURCHASE.

In 1867 the United States government bought Alaska from Russia for $7,200,000. It was a profitable purchase. During the fiscal year ending last June, $26,500,000 worth of copper, $18,000,000 worth of salmon, $16,000,000 worth of gold, $1,000,000 worth of silver besides furs and other products that made up a total value of $67,000,000 were received from this northern strip of almost arctic country.

The profitableness of this speculation has no doubt whetted the appetite of the Americans for the proposed purchase of the Danish West Indies for which the sum of $26,000,000 has been offered besides some other considerations. A recent report from Copenhagen intimates that the Rigsdag or Danish parliament is likely to accept the offer.

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BOOKS RECEIVED

The Guardian acknowledges with thanks, receipt of a copy, two volumes, of a historical and statistical hand book entitled "Sweden," from Hon David Berjthorn, Royal Swedish Consul General Montreal. These volumes give in detail a most interesting history of the (1) "land and people" and (2) "the industries" of Sweden, one of the most productive and most prosperous countries in the world, the measures adopted by the Government in fostering the different industries, schools, agriculture and other lines of activity. Sweden is now one of the great butter and cheese producing countries and being one of the few neutral countries in Europe, has profited greatly during the present war. The two volumes before us make exceedingly interesting and instructive reading.
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NOTES

For a century England has dominated the sea. "Britannia rules the wave" is not the chant of a deluded nation. It is the daily consecration of a work that must be sustained.

A GREAT BOON TO P.E. ISLAND FARMERS

Valuable Fertilizer Lying Unused for Centuries in Island Bays and Rivers Now Placed at Disposal of Farmers at Nominal Cost by Well Considered Action of Provincial Government.

(By J. E. B. McCready.)

While the natural fertility of our Island Province is great, and the proportion of arable and productive land to the entire area is greater than in any other province of the Dominion, many, if not all of our 14,000 farms are in need of much more fertilizing material than is produced in our stables. In common with the farmers of Canada and the world at large we have done a good deal of "soil mining," by which the natural wealth of our fields has been depleted from year to year. Mixed farming and stock raising has saved us in part by the production of manure in the farm yards, but the account between the farmer and his land, which is his bank, has been constantly overdrawn. He is now awakening, as never before, to the fact that as much fertility must be deposted as is checked out of his bank or soil impoverishment must inevitably result. Year after year in the past we have been shippinig away to distant markets in oats, potatoes and other crops, much of the native richness of our soil.

All the while there has been lying in our river mouths, bays and estuaries, vast deposits of excellent fertilizer in the shape of mussel mud, which for want of appliances and transportation facilities was available to but very few of our farmers. By these it was excavated with much toil through the ice in winter and hauled by horses over the snow to its destination. Even when conducted in this primitive fashion the utilizinig of mussel mud has proved of great advantage to those farmers who lived in the vicinity of the deposits. To a limited extent the railway was used in distributing the mud to more distant points.

Now, so far as the eastern and central portions of the Province are concerned, all this is changed. By the thoughtful and well-considered action of the Provincial Government a plan was devised and has been put in operation by which steam power is made to do the work of excavation and loading the mud on the railway cars, at Midgell, on St. Peter's Bay, where one of the largest, deepest and most valuable deposits is found. At the cost of the Province a spur track was built from the railway station to the shore, a substantial wharf erected and the necessary dredge, scow and appliances put in place. So quietly and energetically was the work performed that last year when the plant was put in operation it attracted but comparatively little attention. It is now being realized that the work carried on at Midgell is of great and growinig importance to a very large section of the entire farming community of the Island.

The general scheme is to deliver the mud to the farmers at the actual cost of excavation, loading and transport by rail to its many different destinations. The cost of placinig the mud on the cars is $6 per car; the transportation charge varies with the distance. From the first commencement of operations last year the farmers have shown their appreciation of the privilege afforded them. Last year between 700 and 800 carloads of the fertilizer were dredged and distributed. This year, under the energetic direction of Mr. A. A. Cosgrove and his five assistants and the work has been speeded up and the output promises to be from 50 per cent. more to twice as great as last year. And the demand exceeds the supply.

In a recent visit to the plant at Midgell the writer found Mr. Cos workers as busy as beavers. That day they loaded 16 cars and shipped 18. The plant is in hourly communication by telephone with the Public Works Department in Charlottetown, where all orders for the fertilizer are booked and whence they are transmittd to Midgell. At that time orders were in for hundreds of cars and more orders constantly coming in while effort was being made to overtake the growing demand. Thus the work will go on until the formation of the ice in the Bay will put a stop to its activities.

The work at Midgell is liable to some delays and difficulties. High winds and rough water somtimes bring it to a full stop and the tidal flow inward and outward of St. Peter's Bay is also a somewhat serious impediment. The tidal current naturally seeks the excavated channel where the mud has been taken out, and where the dregde must do its work of lifting the material. When this current is at its full strength, whether at ebb or flow of the tide it is always difficult, and at times almost impossible to carry on operations. It is also to be observed that minor accidents to some portion of the plant and machinery may cause interruptions, or a slowing down of the work. Again, it is not always practicable for the railway authorities to carry on the passenger and ordinary freight business of the road and to place empty cars or remove loaded cars of fertilizer from Midgell precisely on the day or hour when this is required. For these reaching points in all of our three predict the amount of work which will be completed during the season, the closing of which is also dependent upon weather conditions. So far the railway has done well in handling the cars and at the plant the work of dredging and loading has been expediated in every possible way by the energetic manager and his workmen.

The extent and magnitude of the work is forcibly presented by an inspection of the list of bookings and shipments at the Manager's office which was the privilege of the writer. Rail shipments are being daily made to one or more points eastward, westward and southward,—to Souris and intermediate points and on to Elmira; to Georgetown, Montague and intedmediate points; on the Murray Harbor branch to Vernon, Murray Harbor and intermediate points; while westward shipments have betn made as far as Cape Traverse. Thus the Island railways covering more than two-thirds of the Province and reaching all points of our three counties are being utilized in the distribution of this valuable fertilizer. As within that area there is scarcely a farm that is ten miles distant from the rails, while more than three-fourths of them are within five miles, it will be readily seen to how great an extent the supply of mussel mud has been brought within the reach of the farmers of the Island by this important enterprise.

It ought also to be noted that in addition to the mud loaded on cars from the plant at Midgell, a considerable quantity is from time to time loaded on scows and towed by tugs to various points on St. Peter's Bay and up Morell river. The fertilizer is delivered on the scows owned by private parties at the same charge per carload as that which is placed on the cars, the average being about three carloads to the scow.

The enterprise of mud-digging and distribution at Midgell needs no advertizing and has not needed it from the first, inasmuch as the demand for this fertilizer has constantly exceeded the supply. None the less it marks an epoch of prime importance and interest in the progress and development of our agricultural resources and opportunities. It brings prominently into view the mine of wealth that lies beneath the waters close by our shores. And it places Prince Edward Island in the lead of the other Canadian Provinces and of the world in the matter of facilitating by simple and effective means the enrichment of our farms. Quite naturally, too, it has created a demand for a similar plant for the supply of mussel mud for the farmers of Prince County, either fom the abundant deposits of Richmond Bay, or some other point not too distant from the railway. When the stress of war is over and financial conditions permit this extension must receive the attention of our public men.

At the present time the operations at Midgell, conducted by the Provincial Government may fairly take rank in utility with the more costly undertaking of the Dominion Government in establishing a great highway from the Island to the outside world at the Capes. Both of these enterprises mark notable strides of progress from

(Continued on page six.)

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We forget a thousand mercies, but we remember every disappointment and carefully mark down every rebuff.

We manage to spoil a lot of sunny days with the memory of one cloudy one. Surely this is worse than foolish!

Instead of grumbling at the hardness of our lot, instead of complaining because we have been asked to suffer hardship, it would be wiser to ask whether or not we have ourselves to blame.

The man who upsets the hornets' nest has no right to complain of the stings.

God is not to blame for our folly. The man who would live well must [illegible]isely, and there will plenty of [illegible]fe if we [illegible]

BOYS SCOUTS AND FORESTRY

CHANGES MADE TO SUIT CANADIAN CONDITIONS.

To meet Canadian conditions, the Dominion Council of the Boy Scouts' Association has authorized a Forestry badge, in lieu of the Woodman badge. The conditions under which this badge may be secured by the boys are very comprehensive and will do much to interest Canadian boys in the Canadian forests and the wil life found therein. The conitions for passing the test are:

The scout must—

1. Identify the principal native tree [illegible] wood-using factory is practicable.

4 . Explain the aim of forestry and compare with agriculture and unregulated lumbering.

5. Tell what are the effects of fires on soil, young forest growth and mature timber; principal causes of forest fires and how best to overcome them; three general classes of forest fires, and how to fight each.

6. Describe how the forest lands are protected and administered in own province.

7. Describe the general features of a lumbering or pulpwood operation; how the cutting is done in the woods; method of transportation to the mill, and of manufacture there. Visit some portion of woods operation, or sow-mill, or pulp or paper mill if practicable.

8. (Optional). Discuss one or more of the enemies of trees, such as in[illegible] bark-borers, wood[illegible]s disease), and damage from [illegible] lessened or ov[illegible]

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Scotsmen and their friends will forgather on this gala day, they will come in Tartan and Bonnet, and will dance to the Pibroch's sound. A cordial invitation is extended to ladies and gentlemen in all walks of life to come and spend a pleasant day.

Catering arrangements have been made that cannot fail to be ample and satisfactory. Should weather prove unfavorable the gathering will be held on the following day. For competition prize list and other particulars see program.

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