

THE CHARLOTTETOWN GUARDIAN

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

Veteran's Land Act

Statistics giving a complete picture of the operations of the Veterans' Land Act, just released by the Department of Veterans' Affairs, indicate that the phase of operations on which there has been most discussion—the project houses built by the director on half-acre plots of land—are only a very small portion of the work done and as time goes on, will become still smaller.

Primarily, the Act is a land settlement measure, providing for three types of settlement: (a) full-time farming; (b) settlement on a small holding which the veteran would operate to supplement income earned in regular employment; and (c) a small holding operated in conjunction with commercial fishing.

As at May 31 last, a total of 27,496 establishments had been approved under these three headings. An analysis of the figures is interesting. They show: Full-time farming: number of approved settlements to May 31, 15,575; amount approved for land and permanent improvements, \$55,131,610; approved for stock and equipment, \$18,142,798.

In commercial fishing 451 settlements have been approved, amounting to \$1,183,021 for land and permanent improvements and \$521,348 for stock and equipment. The average size of land holdings under this section is 15 1-2 acres.

The Department reports that construction defects and deficiencies in houses on the subdivision projects are being remedied as fast as competent workmen and required materials can be brought together on the job, and these repairs are being made at no additional cost to the veteran. This of course is only fair. The war veterans have been put to a great deal of trouble and inconvenience on account of this bottleneck in the scheme, and conditions cannot be remedied too soon.

British Conservative Policies

The Industrial Policy Committee of the Conservative Party in Great Britain has published a pamphlet, entitled *The Industrial Charter*, outlining the party's attitude towards industry generally, including those sections which have been nationalized, and containing proposals for a workers' charter.

Though opposing nationalization "as a principle upon which all industries should be organized," the pamphlet suggests that it would be wrong "if every change in the majority of the House of Commons was followed by a complete reorganization in certain of the basic industries." They would therefore not denationalize coal, but modify the methods now being used. Some of the powers of the Bank of England, now nationalized, would be re-examined. A "wide measure of freedom" would be restored to road transport, but otherwise nationalization of inland transport would not be reversed, and civil aviation plans would only be "amended."

"A striking feature is the area of common ground with the Government. In practice, the Conservatives would change little if they came into power now," says *The Times*, noting particularly the acceptance of government planning and controls for essentials, with free enterprise elsewhere.

EDITORIAL NOTES

The Home Makers Service of the Red Cross is the answer to the mothers' prayer.

Evidently we have so many beautiful girls here that it is all but impossible to choose any one to represent us at a national beauty contest.

The children and parents of children who sat the P. W. C. entrance examinations will have their minds at ease over the week-end, now that the pass list has been published. It is an anxious time for all concerned between the examination and the declaration of results.

The California teachers visiting our Island are doubly welcome, recalling the fact that many Californians are descendants of the early settlers who left here in the gold boom days to try their luck in Pacific gold mining. Then, too, it has been customary for many of our citizens to winter in California, while Californians have returned the compliment by coming here for the summer months.

How bureaucracy grows. Financial operations of Saskatchewan Government Telephones and the Saskatchewan Power Commission have been placed under the jurisdiction of the Government Finance Office by a recent order-in-council. The Finance Office, which was set up under the new Crown Corporations Act passed at the last session of the legislature, now co-ordinates the finances of all the CCF government's commercial enterprises.

Four years ago on the afternoon of July 28, 1943, Canadian infantry entered the town of Agira, Sicily, after five days of bitter fighting against an enemy who was determined to hang on at all costs. Canadian casualties in this battle, indicative of the ferocity of the fighting, totalled almost 600 all ranks. However, the Canadians had virtually cut to pieces whole units of the enemy's 15th and 29th Panzer Grenadier Divisions, and taken almost 700 prisoners. For their part in the bitter encounter, at least two Canadian officers were decorated: Lt.-Col. (now Maj.-Gen.) B. M. Hoffmeister, Officer Commanding the Seaforth Highlanders of Canada, received the D. S. O., and so did Major H. P. Bell-Irving, a Seaforth company commander.

Mr. Ralph Wightman, the Dorset farmer, spoke the other day on the shepherd's "honorable calling." "In all the history of our civilization," he said, "I believe there has never been any job which has been more honoured than that of the shepherd. David left the sheepfold to be a king in Israel; the best tidings in the world were told to shepherds on the hills of Bethlehem; Our Lord compared himself to the good shepherd. I have known shepherds all my life," he went on, "and that knowledge has not shaken my faith in the old imagery. Without going into any high mysteries, it is still true, in any ordinary, everyday sense, that the 'good shepherd' giveth his life for the sheep." I am a farmer, and a business man. I keep sheep because I hope to make a profit out of keeping sheep. Yet I cannot help feeling proud that the metaphors and similes which have moved men through all the ages have been connected with my calling.

The famous Canadian shrine of St. Anne de Beaupre has made extensive preparations for the Feast of St. Anne when it is expected some 40,000 pilgrims will swell the little town of 3,000 population. The religious observances will be a high point in devotion to "La Bonne Sainte Anne" which every year sees hundreds of thousands of visitors arriving at the town nestled in a lovely meadow (Beaupre) between the Laurentians and the broad St. Lawrence River, about 23 miles northeast of Quebec. The pilgrims go alone or in small groups or organized pilgrimages, in buses, autos, trains, on bicycles and a surprising number on foot. James Cardinal McGuigan, Archbishop of Toronto, will celebrate pontifical high mass on this feast day and give the traditional blessing of the sick.

George Bernard Shaw, British critic and dramatist, born this date 1856. Now our oldest and most salient of philosophers, a bitter wit, one who cuts critically as with a razor, and without leaving an unhealable wound. His works consist of novels, tracts on Socialism, and "problem" plays. His novels include: *The Irrational Knot*, *An Unsocial Socialist*, his plays comprise: *Pleasant and Unpleasant*, *Man and Superman*, *Getting Married*, *The Music Cure*, *Heartbreak House*, *Annajanska*; his essays and tracts: *Socialism and the Superior Brains*. At a dinner party in his home a lady guest remarked: "O! Mr. Shaw I thought you loved flowers, why have you none on your table?" "Madame," replied the philosopher, "I love children but would never dream of cutting off their heads to grace my festive board!"

This is a story of individual enterprise by a widow, nearing 60, in Britain. It began during World War II when her son was battling in the skies above Britain against the onslaught of the Nazi Luftwaffe. To take her mind off the war she started to make herself a hat from an old felt hood and a few pieces of ribbon she found in her glove drawer. A friend admired it and asked Mrs. Ritcher—for that was her name—to make her one just like it. The outcome was that she was soon making and selling hats professionally. Today, her business is expanding and she is making hats for many famous women, including all those of Mr. Winston Churchill's daughter, Mrs. Duncan Sandys. She employs two assistants as copyists, but she herself designs every hat and personally makes every model that leaves her salon. And in spite of what is now an assured success Mrs. Ritcher will still sit up into the small hours designing hats. On she goes—a woman who has made success out of nothing except her gifted fingers and a determined heart.

Notes By The Way

With all this added speed at their command, we trust that the railway companies will look to their roadbeds. A train, however powered, is only as good as the rails it runs on. The track over which it travels. Excessive speed—trying to take curves at too high a rate of speed, and so on—has been responsible for some of the recent railway accidents in the United States. It could happen here, too, if maintenance should be overlooked and if equipment is not kept in A1 condition. —Brockville Recorder and Times.

So now we have a new "ideal" feminine figure. A man who builds mannequins says American women today are almost perfect, and he gives proportions to prove it. Bust 35 inches, waist 23 inches, hips 34 inches, are the magic measurements. We are not going to argue with him as to the suitability of those dimensions, simply because we do not know what is ideal. In fact, we doubt if there is such a thing as a perfect figure. The Venus de Milo, long recognized as the some of feminine pulchritude, was a hefty cow compared to the sizes now approved. It is all a matter of taste. One man worships plump damsels; another wants the wisp 'tittle clinging vine type. And, if you are wise, you will not venture to disagree with either. —Windsor Star.

Aluminum will feature the design and construction of nine ships building in Canada for operation on the Yangtze Kiang, one of China's most important arterial waterways. The superstructure, bulkheads, window frames, doors and furniture will be made of metal, in order to save weight and provide for additional payload. Three large ships of 283 feet 8 inches in length and two smaller ships of 190 feet are being built in the yards of George T. Davis and Son, Limited, at Levis, Que., while four small ships of 188 feet have been ordered from the St. Lawrence Metal and Marine Works, Quebec City. —Canadian Foreign Trade.

Already the United States does not appear to all people abroad, even in neighboring Canada, as the gentle lamb described by our statesmen. The proposal to arm Peron, the use of Canada as our Arctic shield, the continued manufacture of atomic bombs, the backing given to the reactionaries, govern Rome—these things puzzle foreigners who have heard that we believe in full freedom for all nations to deal with others and with ourselves as they will, provided it is honorably. —The Nation, New York.

Those who have been leaving Canada during the past few weeks never were really Canadian citizens, though many of them have taken out naturalization papers. The legal forms of naturalization do not make a citizen, any more than the accident of birth makes a citizen. Citizenship is knowledge, and responsibility. It is a federal minister has acknowledged, Canada has in some degree failed in making citizens of many "new Canadians" as in the case of those returning to their home lands. —Woodstock Sentinel-Review.

This new recommendation for U. S. conscription suggests democracy is no longer content in just being armed to the teeth. —Hamilton Spectator.

Another colorful pioneer of Canada's Far North has reached retirement age and will complete a lifetime of Arctic service by sailing on the *Edmonton Journal* when the Hudson's Bay Company ship *Nasopie* completes her 33rd annual trip to Arctic seas this summer. It will be her last, and although she has earned a reputation as a seaman, she has also had a long and varied career. Since 1933 the famed *Nasopie* has left Montreal early each summer for her patrol of the eastern Arctic coast, returning by late September. The ship and her crew have battled fog, ice floes and bitter storms on many of these trips to supply police and trading posts and Eskimo and Indian settlements along her route. To many she was the only link with remote northern points was hailed as a festive occasion. Prior to 1933 the *Nasopie* sailed from England, maintaining a Hudson's Bay Company tradition that existed for centuries. For some time, when the Governor and Company of Adventurers of England Trading into Hudson Bay sent out the first ship, a company vessel sailed from England annually to supply the northerners and return with cargoes of valuable furs. Doctors, dentists, missionaries, police and even a few tourists have made the northern voyage in the past. The ship is modern and equipped with thousands of Eskimo and Indian shuffles aboard for treatment during brief stops in out-of-the-way places.

This spring and summer nearly 2,000 members of the Steelworkers' Union CIO, will give a week's study to fundamental problems of their organization. They go to eight colleges and universities over the country. Other big unions are doing similar work. Through many are not a very constructive start has already been made. The result is certain to be better equipped and balanced labor leaders. Labor's influence in public affairs will benefit. As for the opportunities that labor has to draw on for practical education, they are immense. The reaching out of the labor movement for more knowledge, professional advancement and protection for labor and the public as well. Because of its tremendous new

The MacLeads Of Raasay

(S. M. in "The Clan MacLeod Magazine", Edinburgh, 1936)

In some of the more popular handbooks relating to the Clan MacLeod we are informed that the Raasay family is now extinct. How this legend arose it is difficult to say; presumably the error, for error it is, was due to the fact that the last MacLeod to possess the Raasay estate emigrated to Australia in the middle of the nineteenth century and was eventually lost sight of. The principal work on the Clan, that of Mackenzie, does not however make this mistake, for it records that MacLeod XI. of Raasay, an officer of the 78th Highlanders, "having got into difficulties" the estate was sold in 1845 to George Rainy, and that MacLeod emigrated to Australia.

The late Canon R. C. MacLeod of MacLeod once told me that when the Raasay estate was disposed of, the portrait of the last Chief of Raasay was acquired by the Dunsvegan family and I believe that it now hangs in the gallery of Dunsvegan Castle. Most of the descendants of these brothers now live in Australia. In a remote corner of the Nalgang estate, on the borders of Victoria and South Australia, there is a tombstone, set within a railing which records that within lie the mortal remains of John MacLeod of Raasay, last Chief of Clan Torquhill. The Nalgang estate was in the "60's" (i.e. 1860's) was sold to John and here the gallant officer found his last rest after the vicissitudes which had so greatly affected the fortune of his family since the '45.

It is to the Raasay family that one of the most distinguished of the officers serving under Wellington in the Peninsular War belonged, namely, Colonel Charles MacLeod of the 43rd Regiment. This gallant officer was the eldest son of General Sir John MacLeod of the Royal Artillery, by Lady Amelia, daughter of Lord John Murray, Viscount of Lothian and his death in action, at Badajos, at the early age of 27, deprived the British army of one of the most brilliant young officers of his time. Readers of Sir William Napier's history of the war will remember with what profound sorrow Napier records the death of his friend and brother officer while in a letter written to his wife, he said: "He will be the best and will go the last of my friends, for I cannot endure the thought that I feel warm, and where can I find another like him?"

Colonel Charles MacLeod was buried, close to where he fell, by his fellow officers, desirous of recording their affection and respect for a monument erected in Westminister Abbey (in St. John the Baptist's Chapel), on which is engraved the following extract from Wellington's despatch recording MacLeod's death: "In Lieutenant Colonel MacLeod of the 43rd Regiment, who was killed in the breach of the old line of the harbor, the old line of Raasay, and was capable of rendering the most important service to his country."

I have mentioned this gallant officer because of the extraordinary resemblance some of his collateral descendants, the MacLeods of Raasay, to Tasmanian, bear the well-known portrait of their ancestor.

On the death of the eleventh Chief of the Raasay family, at Nalgang, the reversion passed to James, the second son of Lieutenant Colonel James MacLeod X. of Raasay and brother to John. The male line of James MacLeod became extinct in the latter part of the nineteenth century; by the death of his only son without issue, the estate was inherited thereupon developed upon London, the third brother—whose only child a daughter, married, New South Wales—and eventually passed to the son of the fourth brother, Francis Hector George, who married on the 1st of December 1859, Alice James, daughter of Captain Fenton of H. M.'s 13th Regiment of Light Infantry. By this marriage the family name was revived, and the family, now of Richmond Tasmania; and (2nd) Dr. Loudon Hector Bright MacLeod of Fairview, Edmunt, Devon. This only daughter, Miss Laura Bright MacLeod, married Mr. James Broadbent of Tasmania, with issue several children.

The Melbourne "Argus" recorded the death of Mr. Loudon Hector MacLeod as follows: "On April 23, 1934, at Hobart, Tasmania, Loudon Hector MacLeod, older son of the late Francis MacLeod of Raasay, aged 72." So far therefore, from being extinct, the old line of Raasay is represented today by a number of male heirs, and the Sir Torquill has in Captain Torquill MacLeod, fifteenth head of the MacLeods of Raasay, a direct representative of which it may well be proud.

membership powers and public responsibilities, organized labor needs today as never before facts and wisdom. —Christian Science Monitor.

The Poets Corner

GROWTH

Now there is need of words to fashion joy Since robins bravely sing, Should any sad remembering deity The rapture of the Spring? When life stirs in the darkness of the earth, Reaching to light again, And beauty is awakened to new bliss, We should make peace with pain. Trees have no memory of fallen leaves, Nor flowers of withered stem; Not any lovely thing in nature grieves When living ends for them. The end is the beginning; unaware They go to God—made way, In season blooming and in season bare— Should we do less than they? —Lucy Gertrude Clarkin.

Old Charlottetown (And P.E.I.)

EARLY BRITISH OCCUPANCY

Of the six Articles of Capitulation on the surrender of Louisburg to the British July 26, 1758, two had reference to Prince Edward Island, as follows: (1) "All the artillery ammunition, as well as arms of what kind the islands of Gape Breton and St. John (Prince Edward Island), shall be consigned into the hands of commissaries appointed for that purpose, in order to be delivered up to His Britannic Majesty." (2) "The Governor shall give orders to the troops in St. John (Prince Edward Island) to surrender to such ships of war as the Admiral shall please to send to take them on board." By the treaty Prince Edward Island became a British possession, and General Amherst sent Lieutenant Colonel Lord Rolle with a detachment of troops to take possession of the French garrison, consisting of about sixty men, and Indian auxiliaries, submitted. All arms were handed over to Lord Rolle. In the taking of Quebec, next year, seventy-eight Fraser Highlanders greatly distinguished themselves, and the government, wishing to reward their officers, granted four of the Lots of the Island to them, viz., Colonel Simon Fraser, Lot 38; Lieutenant Colonel James Abercrombie, Lot 39; John Campbell, Lot 41; J. McDonnell, and others, Lot 42.

The French had never erected any fortifications on the Island. A few guns were mounted at Fort la Pêche, near the mouth of the harbour of Charlottetown. A small redoubt or breastwork was thrown up on the north side of the Hillsborough, about nine miles from Charlottetown, and known as French Fort. This small work commanded the access by water, to their settlement which lay at the head of the river, and at St. Peters and Tracadie, on the north side of the Island. There was then no road from Charlottetown to this part of the Island, an Indian trail, running along the south side of the river through the forest, was the only way to reach the head of the river by land. Fort Amersit, which had been erected immediately after the conquest of the Island, and which stood upon an elevated spot on the western side of the harbour, was dismantled and destroyed by Patterson, soon after his appointment as Lieutenant-Governor. This fort was a square redoubt, mounting eighteen guns, and containing handsome barracks. The reason for its destruction was that higher ground in the vicinity commanded it. Very little information can be obtained regarding military affairs on the Island until the American Revolution.

From an article by the late Major W. A. Weeks, (father of Major-General E. G. Weeks, C. B., C. E., M. E., Adjutant General of the Canadian Army).

PUBLIC FORUM

This column is open to the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinion of correspondents.

FEED GRAIN SITUATION

Sir, — I have read your lead editorial on "The Feed Grain Situation" with keen interest and may be more concerned than the overall facts call for. I was especially drawn to the following paragraph showing the vast and increasing interdependence as between Western field crops and Eastern livestock: "The grand total of western-grown oats and barley needed from this year's crop (by eastern feeders) will be of the order of 144 million bushels, instead of the usual 75 million bushels or less. The shipments will have to be approximately doubled if that amount can be spared, and if boats and freight cars are available to move it. If the grain and boats are not available, then there will be just that much less beef, less cheese, less condensed milk and fewer eggs to ship across the water to the pathetically hungry ones of Britain and the continent. Here and overseas, seem to have conspired to delay recovery" (Guardian, July 19).

As it will still be several weeks before the Prairie crops this season may be safely regarded as "made" one would need to know the weatherman's blarney, before attempting to move from beneath the shadow of the "ifs" in the above picture. The only sure aspects are (a) — that the millions of folks across unhappy Europe and Asia are very hungry; (b) — that the world's cereal bins (wheat and rice) are precariously balanced against the current demands; and (c) — that the situation at the present hour calls for increasing co-operation within as well as beyond Canadian borders?

To me, the weak spot in this whole food and feed scene is the lack of what the Canadian Federation of Agriculture describes as a "grain bank", i.e., a reserve or stockpile of feed or food, against which to draw. As you know, for the past year or so, in terms of wheat the human family has been waiting for the crop to mature. One of the observers says "mankind is on a field-to-mouth basis for its daily bread", and your editorial makes a man think of the need of reserve stocks, and the danger involved in getting too close to the bottom of the bins. I am, Sir, etc. "TAMINE RESERVE".

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