

THE CHARLOTTETOWN GUARDIAN

MORNING DAILY

CHARLOTTETOWN, CANADA THURSDAY, MARCH 1, 1917

(\$3.50 Per Year (delivered) in advance (\$2.50 Per Year (Mailed) in Advance in Canada and \$3.00 for U. S. A.)

Morning Daily Founded 1881 Weekly (New Evening Daily) 1887

ISLAND DAIRYMEN IN ANNUAL SESSION

Encouraging Reports Submitted at the Eighteenth Annual Meeting of the Dairymen's Association. Some Interesting Facts.

The eighteenth annual meeting of the Prince Edward Island Dairymen's Association met in Prince of Wales College yesterday forenoon, the President Mr. J. A. Dewar, M. L. A., in the chair.

There was a fairly large attendance, there being present, in addition to the President the following officers: Messrs. W. J. Gibson, Marshfield; Vice-President, W. N. Lea, Victoria; J. H. Simpson, Bay View, and David McDonald, Glenora, directors.

Also the following representatives, Rev. A. A. McDonald, Wellington; H. D. Doble, Grand River, James McKenna, Orwell; H. Wright, Dunk River; P. F. Hughes, Emerald; James O'Connor and C. M. Howatt, Kensington; Adam Brown, New Glasgow; Walter Simpson, Stanley; Alex. Hamilton, New Perth; George B. McNutt, Malpeque; Rev. Dr. Gauthier, Palmer Road.

Visitors—Messrs. Harvey Mitchell, J. A. Clark, Experimental Farm; W. R. Shaw, and Wm. Kerr, Dept. of Agriculture; J. W. Jones, Buntbury, D. N. McKay, Springfield; C. J. Cook, Dairy Recorder, A. McRae, Royalty; Prof. W. J. Reid, Dept. of Agriculture, George Brown, New Glasgow; James Proff, Kensington; Wm. Callbeck, Central Bedouque; B. R. Brown, York; C. F. Ferguson, Marshfield; R. E. Spillet, City; Edgar Easter and J. R. Edwards, North Wiltshire; Hugh McKillop, Cornwall; James Monaghan, Hazelbrook; A. J. Biffin, City; H. H. Acorn, Souris; R. B. Weeks, Winsloe; Messrs. George Poole, Lower Montague; David Schurman, City; J. P. Simmons, Dunstaffange; J. Cousins, Park Corner; Jessie Schurman, Dunk River; C. A. Stevenson, New Glasgow; A. J. Murphy, Kensington; Benj. Gallant, St. Louis.

The forenoon session was a very brief one, owing to the train with the President and other delegates arriving late. Committees were appointed as follows: Resolutions—David McDonald, Glenora; Andrew McRae, Royalty; Charles Stevenson, New Glasgow. Publications—Theodore Ross, North Bedouque; Mr. Gibson, Marshfield; James O'Connor, Kensington.

The President read the programme for the session and also read the by-laws for the benefit of those not familiar with same. Prof. Ross said that last year a committee on publications was appointed and that the executive had published matter without consulting this committee. He had been censured as a member of the committee for allowing certain statements to be published, whereas the executive were responsible.

After a few remarks by Dr. Gauthier and Mr. C. E. McKenzie the meeting adjourned to meet at 1:30 p. m.

THE DAIRY CONFERENCE.

The information has been carefully gathered from everyone who had been engaged in handling the products, either upon the island or in other markets. The makers were consulted also. Samples of cheese were produced and judged. The milk producers, makers, buyers, and inspectors discussed the situation thoroughly, and the following resolutions resulted:

RESOLVED: That it would be in the best interest of the industry that every factory representative present should procure a copy of the material placed before this conference in regard to existing conditions to take home and place before a meeting of the board of directors at an early date, and to impress upon the directors the importance of making a personal canvass of the various milk routes with a view of having milk cooled and better cared for on the farm, also the importance of closer co-operation with the makers and factory inspector in order to bring about improved conditions.

RESOLVED: That in view of the facts presented at this conference and the importance of keeping our output of cheese and butter up to the standard of the goods, we are obliged to compete with on the foreign markets, we believe it would be in the best interests of the industry to have an instructor and inspector to work among the factories and patrons during the whole year, and we further believe that the factory inspector should be in a position to carry on his work without depending on the assessment made on the factories for his salary, and we would urge upon the incoming directors of the Dairy Association the importance of taking this matter up with the Department of Agriculture with a view of having these suggestions carried into effect along the same lines followed in the other provinces of the Dominion.

RESOLVED: That in view of the facts presented at the conference and realizing the importance of having all our factories and equipment, etc., kept up to a satisfactory standard, we believe it would be in the best interests of the industry that legislation be asked for along the lines followed in the other provinces to govern the work of the factory inspector and we would suggest that the incoming directors of the Dairy Association see that this is done at the coming session of the Provincial Legislature.

RESOLVED: That it would be in the best interest of the dairy industry of Prince Edward Island if provision could be made for our makers to get a dairy school training along the same lines as the makers in Quebec, Ontario and the Western Provinces and we believe this could be brought about to the best advantage of all concerned by the three Maritime Provinces co-operating and establishing a dairy school course for cheese and butter makers in connection with the Agricultural College at Truro, N. S.

The finish of the cheese is a matter of great importance. Both buyers reported cases where cheese varied in weight from 4 to 80 lbs. and were shipped in similar boxes and the shipment condition. The remedy is to weigh the curd and to press and make cheese suitable for the boxes. The butter was good and most of the creameries were represented. Two boxes were made from pasteurized cream, the first ever exhibited upon Prince Edward Island.

The cheese for exhibition was selected at random from the output month by month and placed in cold storage. Payment was made according to the prevailing price at the time of selection. The cheese were sold at the close of the Exhibition and the price paid, showed a substantial increase, because of the rising market. This balance, after the factories were paid, was sufficient to cover expenses incurred for storage and truckage. If, however, at any time prices lower, the loss will be met by the Department of Agriculture.

CREAM GRADING.

The creamery butter, where cream grading was practised has improved considerably, so much so, that buyers were able to ship the greater part of the output at random from the output during the warm season at satisfactory prices. There has been but little, if any, improvement where cream grading was not considered. This method cannot be too strongly urged upon every factory.

The above resolutions have been put into effect and the inspection work has been placed under the Provincial Department of Agriculture. The Dairy Act, which was excellent when passed, was not sufficiently broad to cope with the situation and

IMPORT PROHIBITION A SERIOUS FACTOR

Bulky Goods Prohibited on Account of Scarcity of Tonnage.

(Special to the Guardian.)

LONDON, Feb. 28.—Sir Robert Borden and Sir George Perley are deeply interested in the new list of prohibitions of food imports. Representations are being made regarding apples especially, which form an important article to Canadian export and also canned salmon in which the Pacific coast is particularly interested. If prohibition of importation is sustained in the face of these representations it will be because Britain must devote all her available tonnage to the carriage of products vital to the sustenance of the people. Apples are good food, but a ship can carry in the same space as a barrel of apples, concentrated foods such as butter, cheese, bacon, etc., amounting to twenty times their value. It would be well therefore if Canadian food producers would devote this season all their possible energy to these products and cereals.

Edgar Cramond, speaking before the Liverpool bankers, points out that Britain grows only forty-one per cent of all food supplies, measured in calories. Transportation balance is a serious problem. Up to January, 1917, the Allies and neutrals have lost about four and half million tons of ships, while 300,000 tons have been damaged by mines, torpedoes and gunfire. At the same time Germany's five and a half million tons of ocean shipping have been swept from the sea and is not available for the world's business except 800,000 tons acquired by the Allies, Austrian shipping of a little over a million tons has also ceased to take part in overseas trade and in all the world there are only 24,000,000 gross tons of shipping available for use. This is only fifty-one per cent of the total before the war. These figures indicate why bulky products such as Canadian apples have been put on the prohibited list. Britain looks to Canada for fats and cereals, and will be able to do so only if they can carry them. Apples must be sacrificed to the need to conserve shipping or vital service.

THE MARITIME DAIRY SCHOOL.

A Dairy School, has been provided at Truro, College, through the co-operation of the Department of Agriculture of the Maritime Provinces. The courses will commence in March; two weeks will be spent in instruction upon butter making, and two weeks upon cheese making. Messrs. Mack Robertson of Belleville, Ontario, and Geo. H. Barr, of Ontario, will be the respective instructors. Arrangements have also been made whereby instruction will be given on cream separators, milk testing, marketing and judging of dairy products. Transportation charges of makers attending will be refunded by the Provincial Department of Agriculture. Correspondence with the makers has shown that a large number will avail themselves of the opportunity.

It is urged upon every maker, and insofar as possible upon every assistant, that they attend, in order that when they return they will be in a stronger position to properly perform their duties not at the factories only, but throughout the communities, and the inevitable result will be a larger production and a better quality of product.

During the month of May, factories were visited and in some cases meetings with the directors was arranged and where they could not be made, correspondence was carried on with the secretaries. Requests for a general clean up were made. Factories were whitewashed outside, cleaned and painted inside where necessary and other general repairs were attended to. One factory put in a new wood floor and three others used cement. Six of the factories expended \$3,000 on repairs and additions. Generally, the makers entered into the movement for a better product with enthusiasm, and were willing to follow co-operation from the dairymen of the island and not for many years have the factories been in such a favorable condition for doing good work.

The chief difficulties preventing the manufacture of high grade cheese are overripe and gassy milk. During July, four days were spent at one factory where the cheese was very open in texture so much so, that if sold on a quality basis, considerable loss would have been incurred. The difficulty was located during the first two days of the visit.

The milk from a number of patrons was not properly delivered. These patrons were visited and when they learned that it was really necessary to give particular care to the milk, they undertook the work willingly, and since then the curds have been close in texture and much improved in favor. At another point similar trouble developed and a visit was made to the patrons with an identical result. Too few of the patrons have proper places where milk may be cared for and too many unsuitable cans are still in use, although many were discarded throughout the season. Springs are numerous and should be used where possible. Where a barrel is used, it should be high

THE U. S. CONGRESS IN ANOTHER TANGLE

Bill Authorizing President to Protect American Rights Hampered by Conditions Which May Not be Accepted.

(Special to The Guardian.)

WASHINGTON, Feb. 28.—The situation in Congress fell into a tangle again today and the prospects that there would be no extra session were not so promising as they were last night. The House Foreign Affairs Committee reported a bill authorizing the President to protect American rights against the German submarine menace but with changes which are unwelcome to the administration. It

declined to make provisions for the President to use other instrumentalities which he desires and prohibits the giving of government war insurance to munition ships. The bill, as reported yesterday by the Senate Foreign Relations Committee, is practically agreeable to the President. The two measures may be reconciled in some way although the President has given notice that he expects no material changes.

BAPAUME NOW UNDER BRITISH GUNS

(Special to the Guardian.)

LONDON, Feb. 28.—General Haig's army is rapidly pursuing the retreating Germans and British advance troops are less than two miles from Bapaume.

Beauvraignes in Avoncourt Wood at Spitzberg, northeast of St. Die in region of Lutzitz, says today's official announcement.

(Special to The Guardian.) LONDON, Feb. 28.—British airplanes made raid over German territory on Sunday attacking iron works near Saarbruecken in Rhenish Prussia, about fifty miles beyond the border.

A BAD FIRE IN AMHERST, N.S.

(Special to the Guardian.) AMHERST, Feb. 28.—The Tree building was considerably damaged by fire this morning. The sufferers were, Turner and Gallant's millinery store. A fire broke out. Their loss is about two thousand with one thousand insurance. Dominion Clothing House, owned by Joseph Ahran, \$3,000; \$4,000; William Higgins Tailoring, \$1,500 fully insured; Milner and Purdy owners of the building about \$5,000 fully insured. The damage was principally in the interior.

enough so that the water will stand at least, even with the milk in the can. The storage of ice is to be strongly recommended and used regularly in the preservation of dairy products. Cream and milk should be delivered to the factories clean and sweet. Much depends on the activities of the Directors of the various factories.

CHEESE AND BUTTER AT CHARLOTTETOWN EXHIBITION.

The dairy exhibit at Charlottetown in September was very creditable. The cheese were very much more uniform in size and quality than in the previous year. Both buyers report improvement on the season's output of cheese.

All factories were visited as often as time would permit and during the warmer parts of the season he visited the factories encountering the greatest difficulties. Particular attention was given to the weighing in of the milk and to the taking of the samples. Cans which were too old or rusty, but still in use were condemned and new ones sent out.

When the cheese season was completed, visits were made to ascertain if the factories were properly cleaned to prevent mould. All curing rooms should be thoroughly cleaned in the fall. In one factory the vats and presses were painted. The following reports were filed in at every visit and one copy was left with the Secretary of the Company, one sent to the Department and a third copy filed by the Inspector.

Dairy picnics were arranged by Mr. Harvey Mitchell at Stanley, and Emerald where he was assisted by George Barr, Chief of the Dairy Division for Canada, Mr. F. T. Morrow and Mr. Andrew MacRae of East Royalty. The Red Point picnic was attended by the men of the local Department. Mr. Barr spent some time with the Inspector, giving instruction in methods.

The next report called for was that of the Secretary-Treasurer, Mr. C. E. McKenzie, which follows:

Gentlemen:—Once more we meet in annual session and another year has passed since we met here and still this grateful of all wars rages, many of our homes have been saddened by the loss of loved ones, but believing as we do that we are fighting for the right and justice and the honor of our word, we look forward to a decisive victory for the Allies. In the meantime it is up to us as farmers and dairymen to "do our bit" at home by helping in every possible way to feed our soldiers and those dependent upon them. The reports from the various sections of the Province, although not

(Continued on Page Five.)

SURVIVOR DESCRIBES THE LACONIA HORROR

Passengers Huddled in Wave-Swept Boat for Nine Hours—Mother Dies in Daughter's Arms—Lover Dies in Arms of Fiancee—Several Swept Overboard.

(Special to The Guardian.)

LIVERPOOL, Feb. 28.—The Rev. F. Dunstan, Sargeant, of Grenade British West Indies, a passenger on the Laconia who administered the last rites of the Roman Catholic church to seven persons who perished today gave the following account of the death of Mrs. Mary Hoy and Miss Elizabeth Hoy, of Chicago, Irvine Robinson, of Toronto, and Cedric Ivatt, of London.

"I died in the arms of her daughter. Her body slipped off into the sea out of her daughter's weakened arms. The heart broken daughter succumbed a few minutes afterwards and her body fell over the side of the boat as we were tossed by the huge waves. In the icy water up to her knees for two hours, the daughter, all the time bravely supported her aged mother, uttering words of encouragement to her. From the stable both were violently seasick which, coupled with cold and exposure gradually wore down their courage. They were brave women.

"After a pause Father Sargeant continued: 'The first to die in our boat was W. Irvine, of Toronto. After his body had been consigned to the sea we tossed about for an hour getting more and more water until the gulls were almost level with the sea. Then Mr. Ivatt, who was not physical-

ly strong, succumbed in the arms of his fiancée, a beautiful young actress, who was close beside him trying in vain to keep him warm by throwing her wealth of hair about his neck. They were en route to England to be married at her home. Even after he died she refused to give him up and although the weight made the situation more dangerous for us all we yielded to her pitiful pleading and allowed her to keep the body. It was taken aboard the rescuing patrol from which it was buried. The burial aboard the patrol, at which I officiated was a solemn and memorable ceremony.

Rev. Mr. Sargeant further says the submarine flashed light on the stern of the Laconia apparently with the purpose of identifying the steamer. The boat leaked having hit the Laconia's stern in launching and breaking several of the sideplanks. Partly filled with water, the boat drifted without rudder or oars for nine hours. Everybody crowded into the bow and stern. The waves washed some of the weaker occupants overboard. One of the boat's crew also fell overboard and could not be rescued. The bodies of those who died in the boat were cast into the sea as with boat already full of water their weight would have made things more critical for those surviving."

BRITISH POSITION IN MESOPOTAMIA

(Special to The Guardian.)

LONDON, Feb. 28.—The following telegram, received from General Maude at Kut, was read by Earl Curzon in the House of Lords: "On the morning of the 25th our gunboats, cavalry and infantry moved westward in pursuit of the retreating enemy. Strong Turkish rear guards, supported by artillery, were found occupying trench positions 15 miles northwest of Kut, evidently covering the withdrawal of their guns. After an intense bombardment our infantry assaulted the enemy's position and obtained a footing therein. While our cavalry operated around the Turkish northern flank during the day numerous flocks of at least sixty prisoners, equipment and stores were captured. Later in the evening the Turks began to tow their bridges upstream from Baghdad. A steamer slipped its tow on being bombed by aeroplanes and the pontoons floated down stream for some distance."

It was obvious from the telegram, said Earl Curzon, that the scene of operations had shifted from Kut to a point considerably up river and the success announced yesterday was being continued and pursued. He believed the total number of prisoners was several thousand but he had not the exact figures. Regarding the question as to the degree of confidence these events might inspire in the future, Lord Curzon remarked that he should like to wait a little before answering it clearly. The result of our arms, if that might be the paraphrase applicable, caused by the events of last year, continued Earl Curzon, is entirely wiped out. The whole position unsuccessfully held by our troops and subsequently occupied by the Turks has been wrested from them and a series of engagements which have taken place and which have carried the fighting more than 12 or 15 miles west of Kut constitute more than merely local events and must alter, if not entirely transform, the Turkish position in Mesopotamia.

MARITIME EXPRESS DERAILED IN QUEBEC

(Special to The Guardian.)

QUEBEC, Feb. 28.—Five coaches of the Intercolonial Maritime Express were derailed yesterday evening, two miles below St. Paschal, Kamouraska County, and tumbled into the ditch with some five score passengers who all had a miraculous escape. Only two passengers were slightly injured, Conductor J. B. Dube of Levis, and Clarence McCready, I. C. R., travelling auditor of Moncton, N. B., who were only bruised. The track

THE WEATHER, TEMPERATURE, TIDE, MOON, ETC.

The highest temperature recorded yesterday was 21 degrees above at 10 a. m. It was 14 above at 9 p. m. 14 above. The coldest the previous night was 18 above. TORONTO, Feb. 28.—Moderate winds, fair and rather cold. The tide will be high this afternoon at 2:57 and tomorrow at 4:51; it will be high tomorrow morning at 5:58 and Saturday at 7:04. The sun sets this evening at 6:05 and tomorrow at 6:06; it rises tomorrow morning at 6:52 and Sunday at 6:51. The moon sets tomorrow morning at 3:32. The first quarter of the moon was on Wednesday, Feb. 28th at 11:44 a. m. The moon will be full on Thursday, March 8th at 4:58 p. m. The length of today will be eleven hours and nine minutes.

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BRITISH ADVANCED THIRTY MILES.

(Special to The Guardian.) LONDON, Feb. 28.—The British are continuing to advance rapidly on the Tigris front. Official announcement was made here today that on Monday the Turks were being engaged on the left bank of the river more than thirty miles west and northwest of Kule-Amara. The British gunboat Firefly, which was lost at the time of the retreat from Ctesiphon, has been recaptured, one Turkish ship has been taken and one destroyed.

was torn away over a length of some hundred feet, but was quickly repaired by a wrecking crew from Levis. Traffic was interrupted for six hours.

CONDENSED ADS. TOO LATE FOR CLASSIFICATION

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