

THE CHARLOTTETOWN GUARDIAN
 Morning Daily (Founded in 1887)
 Authorized as Second Class Mail, Post Office Department, Ottawa.
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"The Strongest Memory is Weaker Than the Weakest Ink."
 TUESDAY, FEBRUARY 25, 1947

The Boxcar Shortage

According to the Ottawa correspondent of the *Financial Post*, one reason for the pressing boxcar shortage is just plain bureaucratic intervention. Trade dependence on the bureaucrats, he says, meant a laziness about getting western feed grain into eastern positions, lost fall. As a result a lot of feed is now having to be moved east when it should have gone through months ago.

In normal times alert traders would have had feed grains moved into the East when boats were available. But with a government administrator paid to see that feed was made available, the stuff just didn't move. Eastern farmers didn't bother ordering any and the administrator apparently didn't get his "bank" filled up sufficiently when boats were available.

Now precious box cars are required to get these feed grains moved over the rails. In defense of the administrator it is said that he lacked "working capital" to buy feed grain except when he had firm orders. In any event the dead hand of bureaucratic intervention seems to have gummed up normal trade practice and increased the present impasse.

As to the over-all position, two points emerge: (1) physical movement of goods by rail in Canada in the first six weeks of the year has reached an all-time peak for this time of year. So much merchandise and materials are moving that this in itself is causing grief. Especially when there is an over-all shortage of boxcars on the North American continent, (2) a very large proportion of Canadian cars are now in United States. Much of this is to move exports of newsprint. This high movement of boxcars to U. S. is not at once apparent, when looking at Canadian figures of over-all rolling stock. Canada still has (on paper) more cars than she owns.

But the fact is that we are currently harboring a more-than-normal supply of U. S. coal cars brought in through direct action aimed to ensure that no coal shortage developed in Canada this year. If we could just exchange a few U. S. coal cars for our own Canadian boxcars we would be a lot better off.

New Atlas Survey

Among many interesting publications of the Canadian Social Science Research Council, recently tabled in the House of Commons, is the report of a preliminary survey for a new Atlas of Canada. The survey was prepared by Mr. Benoit Brouillette, Montreal, and is very comprehensive in its scope.

It is worth noting that Canada was one of the first nations to have a national Atlas, which was published in 1906 by the Department of the Interior, Ottawa. A revised and enlarged edition was issued in 1915, containing 14 pages of text and 124 pages of maps and diagrams. A great deal of additional information will be required to bring the new edition up to date. For instance, the details on "economic geography" alone would include maps showing, in connection with farming: Distribution of agricultural population; types of farming (regional maps); main crops; pasture lands (cultivated, natural); stock raising industry (cattle, etc.); and farm tenure and land holdings. Under the same heading maps dealing with fishing and hunting would be required showing: fishing waters (fish species distribution) and main products (regional maps); fish ports and trade, centres of consumption and export markets; distribution of population mainly occupied in the fisheries and fish trade; distribution of fur-bearing animals; fur posts and fur auction centres; fur farming; fur trade, etc. Other main divisions of maps would be concerned with physical geography, (geomorphology, climate, hydrography); biogeography (vegetation zones, floral regions, distribution of native animals, etc.); economic geography (including forestry, mining, manufacturing and commerce as well as agriculture and fishing above noted); also human and political geography, including historical and administrative divisions of Canada; parliamentary ridings; population density and movements; pattern of settlement; rural and urban distribution, as well as strategic geography showing Canada in relation to the rest of the world.

The survey has been made necessary by the great number of sources of official maps in the Dominion and Provincial Government offices. It extended from the summer of 1943 to that of 1945, and was concerned with modern maps only, leaving out the rich historical field, and also by-passing municipal and city maps, both sources being either too scattered or not of immediate use for the purpose.

"As in the other Maritime Provinces," Mr. Brouillette says, "Prince Edward Island reckons upon the Dominion Government for her up-to-date and detailed maps. But in our inquiry we have found a surprising wealth of local maps. Though the smallest, it is the only Province of Canada to have an Atlas for herself: *Atlas of the Province of Prince Edward Island and the World*, edited in Toronto (Cummins Maps Co.) no date, probably circa 1925. One hundred pages are devoted to a rural directory. The cadaster map of each lot (a sub-division of the county) is reproduced showing the owner's names of each piece of land. Such a list was soon out of date. But it still can be used for a population map. As the census is taken according to polling divisions, the latest electoral lists, such as those for the provincial elections of September 1943,

or those for the Federal elections of June 1945, could serve to plot population data by our units.

Reference is also made to a wall map of Prince Edward Island compiled from information afforded by Surveys Records and other authentic sources by Calverleigh Milford, 1920, and to the annual "road map and travel guide" issued by the P. E. I. Travel Bureau.

The report also notes the soil surveys being made here by Mr. Whiteside under provincial and Dominion authority, in preparation for a reconnaissance map.

EDITORIAL NOTES

You can't make a hog of a gentleman by giving him an automobile, asserts Mr. John Atkins, late paper controller, and now a farmer.

Small culture is off to a good start for development through the initiative and enterprise of the Matthews-Wells Co. Ltd. It is hoped in the course of a couple of years sufficient plant will be provided to preserve and can all the produce here without shipping any away in a raw state.

Halifax is undergoing a repeat experience of the previous after-war industrial unemployment. By the end of March they expect to have 5,000 out of work. That is the worst of being favoured with special war-time industries; when the war collapses so do the sources of employment.

It is expected the airmen employed at Dartmouth will be transferred to Summerside rather than Greenwood, N. S., though this has not been definitely settled. In future these two stations will provide the training for our Maritime air force, and Summerside is prepared to give them a hearty welcome.

Sir John Tenniel, English artist, died this date 1914; considered the outstanding black-and-white artist of the Victorian era; as a cartoonist he had no superior, his contributions to *Punch* attracting European attention; he illustrated *Lalla Rookh*, *Ingoldsby Legends*, *Alice in Wonderland*, *Through the Looking-Glass*, etc.

With few exceptions, candy manufacturers believe that 1947 will see slow expansion, slower than anticipated in 1946, but, nevertheless, that it will be the first year of competition since the war, says *Candy Industry*. New products are expected to be comparatively few in number and in many instances manufacturers will market existing products in new-style packages. The new year will see greater sales because of a sugar and chocolate increase of about 20 per cent over the previous year.

Mark Twain made many clever and pithy remarks in his day, not least of which was: "Unlimited power is the ideal thing when it is in safe hands. The despotism of heaven is the one absolutely perfect government. An earthly despotism would be the absolutely perfect earthly government, if the conditions were the same, namely, the despot the perfect individual of the human race, and his lease of life perpetual. But as a perishable perfect man must die, and leave his despotism in the hands of an imperfect successor, an earthly despotism is not merely a bad form of government, it is the worst form that is possible."

Australian agriculture officers are to be sent here to study the latest developments in soil conservation. This was decided by the Australian Agricultural Council at its 29th meeting in Canberra. The officers would gain valuable experience abroad and, on their return, they would be able to develop long-range plans for soil conservation in Australia. The Council decided that any proposal for building up of a national reserve of grain was impracticable under existing conditions. This decision is based on the present high prices of wheat and other grains compared with the shortage of supplies for the feeding of people overseas.

The Progressive Conservative Opposition has been roundly scolded by the *Globe and Mail* for falling down on the job for which they are sent to Ottawa. Says our contemporary: "It should not be necessary constantly to remind the members of Parliament of the A. B. C's of their job. If the Opposition is not to fulfil its functions, then it might as well take a long vacation and let the Government return to Order-in-Council rule. To its credit the Opposition during the last session waged a great and on the whole successful struggle to curb the arbitrary power of the Government and restore the supremacy of Parliament. But there is little point in continuing the battle against Orders-in-Council, if there is no initiative, no will to follow through and make the Government truly responsible to Parliament."

Pierre Tanguy-Prigent, Minister of Agriculture in the Romadier Cabinet, has left Paris for Washington and Ottawa. The purpose of his trip is to confer with American and Canadian authorities on the situation of cereal grains in France and the possibilities of buying wheat and secondary cereals. In spite of an excellent 1946 crop, quantities of wheat at the disposal of France and North Africa are still insufficient. On the one hand, as a result of the war, less grain could be sown than formerly. On the other hand, the severe cold this winter has destroyed a large part of the wheat that was sown last autumn and this must now be replaced as far as possible by spring wheat. It is estimated that 200,000 tons of seed wheat will be needed. At a recent cabinet meeting, the French Government reviewed the situation and decided to adopt measures to encourage farmers to sow their land again. This will be done by means of bonuses and other advantages. The Government also commissioned Mr. Tanguy-Prigent to come to the United States and Canada to try to purchase the necessary quantities of grain.

Notes By The Way

From any critical vantage, the need for a thorough treatment of the succession to the Presidency by law is obvious. The present statute cannot be exhausted here; it has been proposed that a Presidential or Congressional commission explore the subject. But a government so devoutly dedicated as ours to the choices of the people ought not to ignore any danger this very real denial of choice. The remedy for all phases of the succession is in Congress and requires no recourse to the clumsy mechanism of constitutional amendment. *Los Angeles Times*.

Of course, the basic problem is to develop among all countries the type of trust and understanding which makes "secrets" of small consequence as between Canada and the United States. But it may be well for Americans particularly to realize that many atomic processes are not secrets at all, and that countries can have their own atomic weapons—say nothing of other and cheaper methods of mass destruction. The emphasis should be on co-operation and control, not on secrecy and conflict. *Christian Science Monitor*.

Dr. Alvin Barach of the College of Physicians and Surgeons has been trying a new method of treating tuberculosis by resting the lungs. X-ray pictures reveal equal pressure is applied simultaneously to the inner and outer surfaces of the chest and to the upper and lower surfaces of the lung movement. X-ray pictures reveal no movement of the diaphragm while the patient is in the equalizing chamber. The effect is the same as if all breathing had stopped so that there is complete relaxation of the lungs. Patients suffering from advanced tuberculosis have been restored to health; three have shown "marked improvement," and three a "slight to moderate benefit." Treatments are given eight to 11 hours daily for three to four months.

Building authorities looked at the Walling Restaurant in Walling street, London, Eng. the other day and decided the owner must put it in good repair. They allowed three months, despite the urgency of repairing bombed homes first. The *St. Thomas Times-Journal* reports. The brickwork had become bulged and was a danger to passersby. Perhaps it is a good thing that the restaurant is in need of some repair. It was built just after the Great Fire of London in 1666. However, it is still doing business at the old stand.

Cable despatches about the present emergency in Britain tell us that the British people are "taking it as usual, a sort of ironic good humor" does help administration. No more than any other people do the British like discomfort and hardship, but they refuse to let it get the best of them. Good sense and a long historical perspective—looking backward they find some solid basis for their conviction that things are never as bad as they seem, that somehow a danger is given time to right itself, as it always has. And this traditional refusal to admit the possibility of ultimate disaster was a factor which helped beat Hitler's blitz. Good humor cannot avert catastrophe but it does help. Good humor will not warm you if you are cold and miserable, or give you light if the power is off, but it helps maintain morale and a sense of perspective. Many a Briton will be saying to himself these days, "Suppose we had all this, and bombs too!" Our hats off to them! *Ottawa Journal*.

In New Brunswick we have an interesting bird sanctuary which seldom is heard of, and which is not even familiar to every New Brunswicker, let alone every Canadian in the other eight provinces. It is located in the Grand Manan archipelago, and among other things, it's the home of the elder ducks of the Bay of Fundy. It's also a breeding ground of those interesting, stormy petrels, those clownish birds, puffins, and these diminutive members of the penguin family, the small auks. The seagulls which congregate there are counted not in thousands, but in scores of thousands. *—Saint John Telegraph-Journal*.

Children are not in any particular hurry when they have to go to school. But in some parts of Africa they go by air. Their classes, not exactly out of enthusiasm but for the simple reason that there is no other form of transport available. Appropriate aircraft are used in an out-of-the-way district where the farmers live a hundred miles or more from the nearest school. A United Kingdom aircraft manufacturing firm is making a specialty of supplying the 12 to 14 small jet machines. *—Prediction Clearer*.

A Trinity man who drove through the Great Gate and across the border, I imagine, find himself in sharp collision with the authorities. But a Trinity man is going to do it next term—in collusion with the authorities. His name is George VI, which explains a good deal. Trinity was his college during his relatively brief time at Cambridge in 1919-20, and in driving into Trinity as no common mortal can he is following a precedent set by his great-grandmother, Queen Victoria. The occasion is the quinquennial of the foundation of the college, which is far from being among the oldest in Cambridge but can justly claim today to be the greatest, and not in number only. Measured by O.A.S.—with its Member conspicuous among them—it is unique in either university. It is highly fitting that

Fishing By Machinery

(Fisheries News Staff's) Machines may sometimes be smarter than men, after all. For instance, look at what happened one time last autumn, or in late summer, when commercial fishermen set their herring nets off a certain girl, of Nova Scotia's northeast coast and fishing was done, too, in the same general locality by Ahle, one of the boats used for exploratory fishing and other purposes by the Atlantic Herring Investigating Committee in studying the herring stocks of Eastern Canada and Newfoundland.

Gill-nets put out by Ahle's people took more herring than gear set elsewhere by others, and for the simple reason that a piece of machinery had told Ahle where fish would be more abundant than in the areas where the commercial fishermen were operating at the time.

As a matter of fact, "piece of machinery" is not the right term. The apparatus which indicated where the fish were more abundant is not a machine but a device known as a depth sounder. In the particular instance in question it was tried out at several spots. It indicated that there were fewer fish where the commercial fishermen were setting their nets than at some other spots. The Ahle gear was set at these other places.

Sure enough, Ahle catches were bigger. The sounder knew what it was talking about. It was smarter than man in this herring case, but, he may put its smartness into it in the first place when he set the people using this particular sounder were scientific investigators but the same kind of device had already proved its value in actual commercial fishing operations elsewhere. Depth sounders or echo sounders have been used regularly for several years past by various operators in British Columbia's herring fishery. West Coast purse-seine boats have found them very useful as locators of herring, and as savers of time and money since they enable captains to know when "sets" are likely to produce catches worth the effort.

Exploratory fishing is only one part of the Atlantic Herring Committee's work, which, by the way, is done under joint arrangements between the Federal Department of Fisheries, Newfoundland, and the Maritime Provinces. In brief, the purpose of the long-term investigation—the work began a couple of years ago and will go on for several years more—is to gather adequate knowledge of the herring stocks of Canada and Newfoundland, to determine the feasibility of increasing the length of the fishing seasons, to ascertain the most effective fishing methods and the possibility of increased utilization of the resources—all with a view to enabling coastal populations to obtain greater return from the herring fishery.

Study of water temperatures and salinities is an important branch of the committee's programme as helping to fill in the background of an ultimate understanding of herring movements. Salinities and temperatures have a bearing on the herring's life cycle. The condition of the water is also one of the subjects of study—where are they in best shape for this use or for that? So, too, for instance, is the question as to the occurrence of different distinct "populations" of herring within the overall population. In this connection, a striking indication of the changes which may occur in connection with herring stocks in one area, they also herring samples at the Magdalen Islands in 1946, were 3-year-old fish whereas in 1943 the Magdalen samples ranged from six to eight years in age and over a third of them were charrs. By themselves, some of the points brought out from time to time in the King, who has so long figured on its boards, should take its part in the coming celebrations. *—London Spectator*.

Woman has won more than the vote nowadays. Almost the entire efforts of modern existence are revolving around her. A new theatre is built, and the interior decorators complete their work with an eye on the fair sex. The color scheme and the lighting arrangements must be such that they will help woman to look her best. Restaurant proprietors who know their business follow out the same idea. Even in the more stern fields of engineering, the feminine influence holds sway. Fabric motor car bodies are utilitarian, but they are not oblate. Women want them to be smart, therefore coach-built and smart; they must be wonderful woman. What new part of our lives will she dominate next? *—Chatham News*.

The first train over the New York and Erie ninety-five years ago had "Poppy" Ayres, a jovial 300-pound conductor. He slipped up a rope to the engine cab, so when he pulled the rope a stick on it snagged. But Hamel, the engineer, wasn't talking orders from any conductor, so he cut the stick down. Poppy put it up again; Hamel cut it down. Finally Poppy lost patience and beat the daylight out of the engineer, thus firmly establishing not only his own signal but setting the precedent which puts conductors in charge of American trains. *—American Machinist Magazine*.

Progressive Conservative CONVENTION

Of the Second District of Queen's will be held in the Legion Hall, Charlottetown, on Tuesday, March 4th, at 1 P. M. for the purpose of nominating two Candidates. Each Poll is entitled to send five accredited delegates.

FRANK CASS,
RAY BAGNALL,
Conveners.

The Poets Corner

HUMMING-BIRD

Can imagine, in some other world
 Primeval-dumb, far back
 In that most awful stillness, that
 Only gasped and hummed,
 Humming-birds raced down the
 avenues.

Before anything had a soul,
 As mosses, and little lizards, they
 half inanimate,
 This little bit chipped off in brilliance
 And went whizzing through the
 slow, vast, succulent stems.

I believe there were no flowers
 then,
 In the world where the humming-
 bird flashed ahead of crea-
 tion.
 I believe he pierced the slow vege-
 table veins with his long
 beak.

Probably he was big
 As mosses, and little lizards, they
 say, were once big.
 Probably he was a jabbing, terrify-
 ing monster.

We look at him through the wrong
 end of the long telescope of
 Time.

—D. H. Lawrence.

Old Charlottetown (And P.E.I.)

GRAND RIVER SHIPBUILDERS

Riely and McDougall started shipbuilding at B. McLean, the first vessel built being called the "Reciprocity." But here I might say that the first ship here was not done at Bridgeport, for John Neil MacLeod and Murdoch and Moore Johnston and Murdoch and Neil MacLeod built further down the river, between 1850 and 1860; the MacLeods being the first builders on the river that I can find any mention of. Capt. Seville built the "Wave Crest" in 1855, and James Jenkins, Esq. of Little Point started building in 1866 and carried on the business extensively for many years until he retired from business to engage in farming at the Little Pond on an estate which he had purchased from the widow of the Hon. Joseph Dings-well.

The largest shipbuilding business was carried on by John McDougall and Mr. Jenkins, but it was engaged in on a smaller scale by Richard Burdett, Edward Vickerson, Stephen McKean and by Capt. Seville in partnership with his brothers-in-law, Henry and Darius Clay. Until the early seventies everything was prosperous. There were hundreds of men employed in the shipyards at good wages, while hundreds more were engaged in logging the forests for suitable timber for ships, which when secured, they hauled to the yards and sold; sometimes taking in payment goods at prices 100 per cent higher than what we can buy the same articles for today. From a newspaper article, by Mr. George E. Seville.

GENTLE LAXATIVE IDEAL ALKALIZER

SO GENTLE FOR CHILDREN SO THOROUGH FOR ADULTS

ALL DRUGGISTS

THE FALL OF A SPARROW

Saucy, ubiquitous, cheerily chirping, the sparrow is a year round guest of man's and nature's bounty. When the roads and fields are covered with snow and ice they hover about kitchen doors on the alert for the crumbs the kindly housewife throws out to them. They are drab, commonplace little birds, but the world would be a lonelier place without them. They have always fluttered about men's feet, chirping and quarrelling with gusto, and have made nests in the eaves of men's dwellings, and even in the attics of the temples, as the Psalmist declares, "Yea the sparrow hath found a house. And she swallow a nest for herself, where she may lay her young."

AERIAL ICE CREAM

MOORE JAW, Esq. (CP) — Frank Gray, blind newsstand operator here, claims to be the first man to send ice cream out of the city by air in the middle of winter. Mr. Gray said a farmer near his home has chartered an airplane and flew in to buy tobacco, chocolate bars and a number of ice cream bricks.

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BLOWOUT COST UP

NORTH BAY, Ont. — (CP) — Washing a car or fixing a blowout is going to cost more from now on in this part of Northern Ontario. A washing job will be \$1.50 instead of \$1. Rates for repairing passenger tires will be up to \$1 from 75 cents and the fee for truck tires becomes \$1.50 instead of \$1.

QUICKIES

By Ken Reynolds

"How do you know your wife knows you hired a secretary with a Guardian Want Ad?"

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