THE CHARLOTTETOWN GUARDIAN

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

MONDAY, FEBRUARY 28, 1944.

Premier Jones Sums Up

"To sum up, no province has volunteered more for the war and no province has benefitted so little economically." This is not Opposition criticism but the considered judgment of Premier J. Walter Jones in an excellent article in *The Monetary Times Annual*, 1944. Premier Jones succeeds in compressing into one page a first-rate summary of our wartime handicaps as well as achievements. He emphasizes our transportation difficulties due to inadequate ferry service both at Borden and Wood Islands. "Even the air routes," he says, "are clogged far beyond the capacity of the three or four planes operating. New planes cannot be obtained, but one or two more must soon be secured to meet in part the demand for travel."

"Agriculture prospered in 1943 despite a most unfavorable season," the Premier writes. "Only the important potato crop was a partial failure due to late planting, delay in securing fertilizer, the blight disease—phytophora infestans—which struck the immature crop in late August. To add to all the farmers' other difficulties, a lack of railroad cars, of help for harvesting, of motor truck transport, and difficult roads, made the season one to be remembered as most discouraging."

"Planning by experts without our own province continues to hamper our natural trade by boat," the Premier complains, referring to coastwise traffic on which Prince Edward Island trade formerly flourished. As an example he cites the interference last fall with our live cattle trade to Newfoundland. He sees a promise of better things in the employment of diesel schooners, which were tested in 1943 and proved satisfactory.

Fishing the Premier regards as "our most prosperous industry" today. "All kinds of fishermen make money. The lowly hake which formerly sold at 40 cents a cental now brings around $2 at the shore and small boats operating a few miles off shore often land $100 worth in a day. The lobster fisherman with a motor boat and 300 traps finds a profit of around $3,000 in some cases for two months' work." The fox industry too is back on a profitable basis. Farm mortgages are being paid and collections on current bills is excellent.

But we owe little thanks for any of these blessings to the powers-that-be at Ottawa. "No province has benefited so little economically" and our export of manpower and women "has been in a much greater proportion than in other provinces." "The absorption of these soldiers and laborers back into civilian life will be a greater problem for Prince Edward Island than for any other province", Premier Jones states. How are we going to face it? Obviously we have a right to expect greater consideration than other provinces are receiving in this regard. Are we likely to get it? Naturally one does not expect Premier Jones to discuss this delicate matter in a magazine article, but the fact is that we are far behind other provinces in our post-war planning, and unless we get a move on we shall be caught at the starting post when the war is over.

Premier Jones' article is headed "No Economic Benefits from P.E.I. War Effort", which contrasts somewhat lugubriously with Alberta's boast, in headlines in the same publication, of being "At the Crossroads of the World," of Manitoba having "A Fine Year"; of New Brunswick showing "No Pace Slackening", and Nova Scotia going "At High Pitch." All the provinces are evidently proud of their war effort. We seem to be the only ones able to show that we are making nothing economically out of it.

Time We Acted Our Age

Some things that Lord Halifax did not tell us in his Toronto speech and very properly refrained from telling us we know ourselves, says the Vancouver Province. They are things that come sharply into the controversy which has followed swiftly on the heels of Lord Halifax's speech.

We know for instance that, in spite of our claims that Canada is a nation grown to manhood, she has for years been playing the part of a spoiled and petulant and ungrateful baby and that it was time she acted in accordance with her age.

Canada spent the years between the two world wars establishing her position as an independent unit of the British Commonwealth. There was no great difficulty in establishing this position, because no opposition whatever was offered to Canada's becoming what she wanted to become. All that stood in the way were shadows and these disappeared as soon as they were approached.

Canada has boasted a good deal about her success in winning through the Status of Westminster, a status which is nothing short of independence. But in the years between the wars, she did little or nothing to consolidate the independence by which she set so much store.

She proclaimed herself grown up and made timid rushes, now and then, into the world of affairs. But mostly she remained within easy reach of her mother's protecting apron. She did nothing to add dignity to the status she claimed. She steadily refrained from assuming the responsibilities of nationhood. She took up, instead, a paradoxical position among the nations —in the Empire when it suited her to be there; outside, when things ouside seemed safe.

At present Canada is definitely within the Empire, consulting with and co-ordinating with the other Empire Governments. What of her position after the war? She cannot go back to the old position of playing hide and seek. That was always undignified and cheap. Now it is impossible. The war has added a lot to Canada's power and prestige. How can that power and prestige be made most effective?

We cannot any longer be both in the Empire and out of it, suggests the Vancouver paper. We must make our decision and make it finally. Being born into the Commonwealth we have no need of an invitation to join the family. Lord Halifax did not invite us. He merely emphasized our opportunity.

— EDITORIAL NOTES —

Brevity is the soul of Wade.

* * * *

We are being made to pay through the nose and chest for that extra day in this month.

* * * *

The farmers and horsemen thoroughly enjoyed their vacation in this winter paradise. Many of the visitors from the mainland declared they would rather spend a winter here than in Florida or Califoornia.

* * * *

Having finished the debate on the Draft Address, the Legislature has little left to discuss. Mr. MacPhee described Premier Jones's preliminary speech as consisting mainly of "pipe dreams." What epithet could he apply to the "meaty" budget speech of the Hon. Secretary-Treasurer?

* * * *

Britons will not be able to resume a diet of plentiful meat and dairy produce before 1950, Col. J. J. Llewelin, food minister, predicts. "We're going to be very short for a considerable number of years after this war is won," he says, estimating that there would be no bananas until 1947, that plenty of milk and strawberries would not be available before 1948 or unrationed candy, fresh eggs and tomatoes before 1949.

* * * *

Provision is made in an order-in-council in Canadian War Orders and Regulations, for the voluntary transfer of navy, army and R.C.A.F. personnel to one of the other services. The order says there are certain members of the armed forces who, because of particular abilities, are more suitable for duty in one of the other two services and other personnel who because of age, medical category or pulhems profile are ineligible to serve further in the service in which they are at present enlisted. These men would be "suitable and acceptable" for service in one of the other services. The men may transfer with the approval of the authorities with officers and men taking an agreed upon rank in the new service and officers being accorded an outfit allowance.

* * * *

Rev. Michael Willis, M.A., D.D., theologian, born this date 1799; native of Greenock, Scotland, became a minister of the Presbyterian Church (Old Light Burghers) and in 1847 came to Canada as professor of systematic theology in Knox College, Toronto; of this institution he became principal, and continued as such until 1870 when he retired to Scotland; while in Toronto he published "Collectanea, Graeca et Latina", (Selections from the Greek and Latin fathers), which had great vogue in its day. "Press on!—for in the grave there is no work and no device, press on while yet ye may!" — his farewell to his students.

* * * *

The U. S. Government is trying "desperately" to move the 138,000,000-bushel carry-over from last year's record-breaking potato crop to avert the necessity for dumping to make way for the new spring crop. To prevent the loss of huge quantities of this precious staple human food doled out in famine quantities in New York City at this time last year, various Government agencies are feverishly working on an extensive program. Plans under way include shipment of large quantities to Canada, dehydration of a large part of the carry-over for the armed forces, an impressive program of conversion into cattle feed, and finally, production of "potable alcohol." The full implication of this last use of surplus potatoes is not quite clear to the trade, but some members think it symbolic when the Federal Government falls back on potatoes to make what is apparently the first potable alcohol distilled in this country for more than a year.

* * * *

Professor C. E. M. Joad has been orating on philosophy, and here is part of what he has to say on the subject: — "What of the positive effects of philosophy? I cannot describe these without assuming provisionally the truth of a particular philosopohical view. This view represents a continuing philosophical tradition which has come down to us from Plato through the philosophers of the Middle Ages. It is not specifically Christian, though most of the great Christian philosophers have held it. According to this view, this world of objects spread out in space and of persons living in time is not the only world. There is another, stable and changeless where this is unstable and changing, perfect where this is imperfect. In this, the world of reality as Plato called it, are to be found certain absolute values. Those which the mind of man has chiefly recognized are truth, goodness, and beauty. Plato conceived the object of philosophy to be discipline and develop the mind that it might achieve a knowledge of these values as they really are in themselves. But the values are also manifested, in the things of this world, truth in history and science and philosophy, beauty in art, goodness in the characters of men and the institutions of societies. So manifested, ordinary men may recognize them and seek to know them more fully and embody them in their lives. For— and here comes the transition from thought to practice—we cannot know values without trying to know them more fully. Just because they are valuable, they exert an attractive power over the human mind, pulling it forward to know them as a magnet pulls the filings of steel that turn towards it. You cannot enjoy beauty without wishing to enjoy it more fully, be good without wishing to be better, know that truth is round the corner without wishing to track it down. Ideals, in fact, draw us upward; giving us a strength to rise above our natural selves which without them we could not have mustered.

PUBLIC FORUM

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

JOBS FOR VETS

Sir,—"W.R.M." in a recent issue of The Guardian suggests returned men receive positions as potato inspectors, fishery inspectors, etc. veterans now holding these jobs to be pensioned off to make way.

Does "W.R.M." not realize very few such positions are held by Vets' and certainly no top ones? These are for men who served party not country. Further, most positions held by Vets' are only part time temporary ones, holders of which are not eligible to enter any competition held for promotion. However an odd one has permanent rating, yet should he succeed in gaining a promotion through such a competition he must first resign his old job, thus losing anything paid in for superannuation and start over as a temporary employee. Needless to say he shys away from so doing and of course just stays put as before.

Now would it not be more to the point to shelve the present top men? Then promote the few veterans now on lesser jobs, bring in the present war vets to work up and this time give them a chance without a wire puller for a boss, and right now a good start could be made by retiring all men who are 60 and who never had Active Army service. Surely veterans of both wars are most deserving after all

I am, Sir, etc.,
M. B.

A NEW PIER—NOT TUNNEL NEEDED

Sir,—A great deal is being said these days both in our Legislature and out about our ferry at Borden.

I understand Mr. Horace Wright suggests a tunnel. Now Mr. Wright knows as well as you or I, that even our rising generation will never see a tunnel under Northumberland Strait.

What we want is our Island pier put in a suitable place so that our new carferry when built can give us the best possible service with a new ferry and the old boat repaired to help in a busy time. Does Mr. Wright think we can grow poduce enough to keep these boats going?

Mr. Wright spoke of the large number of cars of freight there is at Tormentine, but if the pier was in a suitable place for the boat to dock, lots of time when the ice is heavy the boat could be docked and back for another load when she is battling ice from Bells Head to Borden.

Now if the Jones' Government would take this matter up with the right authorities at Ottawa and see that those changes were made they would be doing something for our freight problem

What were Sir Wilfrid Laurier's words in the Dominion parliament, when we got the car ferry? "A handful of people wanting a car ferry." So you see all the chance there is in getting a tunnel. I am not a very old man but I think I will be well silvered out when you see a tunnel under the Straits. With a pier in a suitable place for our car ferry see what a saving to the government it would be if we could get along without the expense of this diving crew. It is worth consideration

It seems to me our Government officials would be much better employed trying to better the conditions of what we have than talking tunnel or causeway, which they know full well we will never get.

I am, Sir, etc.,
AN ISLANDER

BOOST TUNNEL NOW

Sir,—Although we have been advised that a contract for a new car ferry is now under way, that may or may not be correct, we do not believe it is, that statement was onyl thrown out to keep the Charlottetown Board of Trade from barking at the heels of the government for not making an effort to implement the terms of Confederation, some thing that has never been done since Confederation, nor can be accomplished during the winter season.

It is now reported there are about 400 cars of freight between Sackville and Tormentine, and more additional cars coming down each day than the car ferry can attend to daily. This is a sad state of affairs. How can our business men get along when the freight they require to keep going is housed up in cars at Tormentine?

We do not think it is too late to boost for a tunnel, which is the only practical solution. The estimated cost of a new Car Ferry, and the price that could be realized for the old Car Ferry, would in all probability pay half the cost of a twelve mile tunnel, and a tunnel in a very few years would pay the cost of building it in tolls charged.

The writer has gone through the Hammond Tunnel under the Hudson from New York to New Jersey several times, this is a one-way tunnel only built for passenger cars, and trucks, but about wide enough for R.R cars to go through if there was only one car and truck road, I think the toll charges for cars are 50c. each and $1.00 each for trucks, and one of the principals told me that in a very few years the cost of that tunnel would be paid for in tolls. On one occasion I crossed at 3 a.m and the traffic was just as great as at 3 p.m.

It is reported there are four thousand tunnels now in use, one of them being 18 miles long. Mr. Wright's speech last week in the Legislature was quite timely. We hope the Charlottetown City Council will take charge of this tunnel proposition, as they seem to be the only representatives we have working in the interests of this Province. Our federal representatives and Senators are enjoying their red cushioned seats so well, they do not bother about the other mortals in this Province.

A causeway which has been spoken off is impractible, as it would not stand the terrific ice pressure at the Capes. The writer has crossed by ice boats on several occasions, and therefore, knows something about terrific ice flows and pressure of same during the month of March.

Let our local representatives forget about politics, and all get together and push for a tunnel, as a car ferry cannot navigate the Straits when there are very heavy ice, or storms as bad as last Wednesday.

The terms of Confederation that were guaranteed to us when we joined the Union cannot be fulfilled any other way except by a tunnel.

The late Hon. Senator Howlan was not a lunatic when he stumped Prince County in a general election as an advocate for a tunnel; of course he was defeated on the hue-and-cry that was circulated through out the County that he had gone batty.

We have not mentioned the large quantity of potatoes and other freight that has yet to be moved from this Province to Ontario and the States. Nor did we mention the immense fishing industry, that is little or no good to us if we cannot get quick transportation.

Let us all boost for a Tunnel and lose no time about it.

I am Sir, etc
W. P. CALLAGHAN,
Summerside, Feb. 25th

Lenten Meditations
from
The London Times

BEREAVEMENT

The shortest verse in the Bible is one which no reader could spare. It occurs in St. John's story of Lazarus,and "Jesus wept' are its two words. Why did he weep? The bystanders supposed they knew; "Behold, how he loved him!" they murmured 'this was true, yet it did not account for the tears.

It may be reverently surmised that the thoughts which filled our Lord's eyes with tears had a wider range. Looking at that little group of mourners, at those lamenting sisters, he saw also the great company of the bereaved throughout the world. In every part of it heartbroken men and women were gathered by some grave from which no word of power would restore their dead; always death was bringing tragedy and desolation, a sense that all happiness had been taken out of life. This vision of the grief which death brings to mankind, marring the divine plan, moved deeply the great lover of mankind; he could not but allow his sympathy to be shown visibly, and Jesus wept.

What immense comfort this weeping of his can bring to the bereaved, and now grateful they should be to the evangelist who recorded it! Our Lord would not countenance the apathela—the "apathy" or coiced indifference — which the Stoics upheld as man's ideal in his day of tribulation. Devout Christians sometimes reproach themselves for the intensity of grief they feel when death separates them from those they hold dear. It is true that Christians have no right to sorrow as "those without hope"; they believe in the resurrection of the dead and the life of the world to come. They would be wrong, too, if they grieved for those whom God has called home.

Yet the sorrow of being separated from those whose nearness has made all life different, even though the separation is only for a time, is proof of love, and they will not be ashamed of it when they remember that their Lord understood this sorrow, and shared it, and wept. To turn their thoughts to him will be to find the best consolation. The passage of time will do much to heal the wound, though its scar remains. But far better will be the assurance that they have not really "lost" their friends by death, that they are not far off, that the divine Master holds them, as it were, with one hand, while he clasps his disciples still on earth with the other. Grief strengthens that hold, and there need be no regret for moments when tears cannot be restrained if those moments unite the bereaved with that Lord who wept. And presently the sorrowful will come to know by happy experience the truth of his words: "Blessed are they that mourn, for they shall be comforted."

In 20 Minutes

(St. Catharines Standard)

Twenty minutes was the lapse of time when 2,800 tons of bombs plus was dropped on Berlin last night. It was the heaviest raid ever made on a single city. One raid last autumn dropped an equal load to 2,800 tons in one night, but divided it between two cities.

Official report gives the loss of 46 British aircraft from all night operations and also states specifically that the loss was less than four per cent. of all planes engaged. That is something low enough to be taken in stride.

What chance does a defensive force have in combatting 140 tons of high explosives per minute, with thousands of incendiaries thrown in for good measure.

Still the cautionary warning is given that Berlin is not yet obliterated. After all, before the war it was nearly the size of New York

One phase of the report of last night's attack is worthy of study. It tells of Lancasters being packed in such tight formation that one nearly dropped its bombs on another below. In that loss of 46 planes it is possible that collision of the attackers caused some of the casualties.

Look Jimmy—
from the
RED CROSS!

Who said we were 'Out of it'?

IMPRISONED by the enemy—out of the battle, yet still with a fighting soldier's heart—compelled to wait on the side-lines of the war for the duration—surely such thoughts must be the greatest hardships our prisoners of war have to endure. Broken hearts can hurt worse than broken limbs.

To such men, in 1943, went five-and-a-half million dollars worth of Red Cross parcels. In them were more than food, comforts. To each harassed soldier these parcels were reminders that their loyalty and the courage they displayed were not forgotten.

The need for Red Cross parcels has grown to staggering proportions. This need must be met by contributions from the men and women in Canada.

Let response be immediate and generous. Give money for this work of the Red Cross, work which must be done—and which can be performed by no other organization.

Local Campaign Headquarters
62 Prince St. — Telephone 432

CANADIAN RED CROSS
The Need Grows as Victory Nears

The Bootlegger

FONTAINEBLEAU

Interminable palaces front on the green parterres,
And ghosts of ladies lovely and immoral
Glide down the gilded stairs,
The high cold corridors are clicking with the heel taps
That long ago were theirs.

But in the sunshine, in the vague autumn sunshine,
The geometric gardens are desolately gay;
The crimson and scarlet and rose-red dahlias
Are painted like the ladies who use to pass this way
With a ringletted monarch, a Henry or a Louis
On a lost October day.

The aisles of the garden lead into the forest,
The aisles lead into autumn, a damp wind grieves,
Ghostly kings are hunting, the boar breaks cover,
But the sound of horse and horn are hushed in falling leaves
Four centuries of autumns, four centuries of leaves.

—Sara Teasdale.

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