

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."

MONDAY, FEBRUARY 11, 1946

An Islander Predicts

An Islander, Mr. E. P. Weeks, M.A., B.Litt., D.Phil. (Oxon.), head of Foreign Economics Section, Reference Division of the Ministry of Information, delivered an informative and masterly address on "Canada and Post-War Reconstruction," recently before the Royal Society of Arts, London, dealing with his subject under the following heads: Canada Between the Wars, Canada and the War, Canada and International Reconstruction. An excerpt reprints for what export: "Aside from tariff levels, future European imports will be governed to no small extent by the requirements of Germany. We may assume that the Germans will lose, east of the Oder-Niesse line, about 15 per cent of total wheat production, and about a quarter of the rye—both bread grains. But on the other hand, the future population of this area, which will include not only the refugees from the Polish areas, but also the Sudeten Germans and minorities from south-east Europe, is likely to be roughly the same as before the war—70 millions. On the basis of pre-war levels of both consumption and production (neither entirely probable), Germany would have to import each year some 3 1-2 million tons of wheat, as compared with an average of 600,000 tons 1934-38. It seems unlikely that Western Europe as a whole will be able to draw any considerable supplies from Eastern and South-Eastern Europe for some years to come. Thus, even without any alteration in agricultural tariffs, Western Europe, including Germany, will need outside supplies of 50 per cent above the 1934-38 level. But, a return to less protective trading policies would create a demand 130 per cent higher."

The Mutual Life

In this issue appears the annual report of the Mutual Life of Canada which is worth perusing by everyone interested in the progress and development of our vast Dominion. Apart altogether from the highly creditable report which he had to submit, the President, Mr. Louis L. Lang, made a stirring appeal to Canadians to get behind all constructive efforts for the good of the greater and more influential Canada that has emerged out of the war.

Turning to the confidence displayed in the Mutual Life of Canada as revealed by the very large increase in life insurance sales in 1945, Mr. Lang expressed the opinion that factors responsible included the emphasis given to the uncertainty of life by the World War and the increased tendency to make life insurance a vehicle for increased personal savings. He pointed out that the Company's strength and stability as shown by the quality of its assets and its earnings, had kept in step with its constructive progress. 56.7% of the total assets are comprised of Victory and other Dominion of Canada bonds.

Mr. Lang also referred to the strengthening of the Company's contingency reserves as sound policy in the interests of the policyholders, to the favourable mortality which the Company had experienced, and added: "It is most gratifying to report that this Company has come through the strenuous war years with assets unimpaired and is now financially stronger than at any time in its history." He concluded: "We can face the future with courage and faith, confident that by wholehearted use of our invincible spiritual and material resources we shall participate in a more wonderful age than any which mankind has yet known."

Wealth Abounding

As Canada settles down to peace, there are many encouraging features about its economic life, says the February issue of the Royal Bank of Canada Monthly Letter, which warns: "Some features need to be considered with discretion because unwise decisions would carry with them the danger of upsetting reconstruction plans. In this class falls the amount of money available for spending. What once appeared a normal total now seems ridiculously small: at the end of the war there was in existence a much larger amount of liquid assets than ever was dreamed of, amounting in bank deposits and currency alone, to \$458 per capita, compared with \$224 in 1939 and \$184 in 1926." After describing the mistaken ideas about money, and the confusion they cause, the article continues in part: "If money is hoarded it is not fulfilling its function, since by its nature it is expected to circulate and keep up the interchange of goods. Had it not been for the increasing amount of trade carried on by chequeing through the banks, the Dominion would have been faced with a great problem during the war years. As it was, the coming division of the Royal Canadian Mint operated 24 hours a day, including Sundays, for the major part of 1943, to keep the country supplied. Even in the boom year, 1929, the total coins issued amounted to only \$1,081,000, compared with \$7,044,000 in 1943. There has, naturally, been a substantial increase in bank deposits during the war. The average month-end total of Canadian deposits in 1939 was \$2,630 million, and in October 1945 it was \$5,578 million. The increase in savings deposits is particularly striking, as may be seen in the following table, com-

piled from the Statistical Summary of the Bank of Canada, which gives the increase in the number and amount of deposits in various groups between 1940 and 1944:

Table with 3 columns: Group, Increase in Number of Accounts, Increase in Amount (Millions of Dollars)

The total increase up to \$5,000 was \$634 million, compared with \$254.3 million above \$5,000.

"To meet the changed face of economics today, three needs are mentioned by the economist, Stuart Chase: encourage private investment; encourage public investment, especially in low-cost housing and conservation; and see that frozen savings do not aggregate more than 10 or 12 per cent of the national income—in other words, keep money moving as a factor in the production of commodities, so that a large supply of goods flowing to the market shall act as a safeguard against inflation. The banks are encouraging credit for constructive business building which will promote the expansion of production. It is through such new enterprise that prosperity must come, because one of the chief ways to get money into working circulation is through wide employment. "Termination of the war has brought changes not only to the financial needs of the government, but to all the rest of the economy. Government deficits should shrink; business will be able to find uses for the funds available to it, with the release of hitherto scarce material. It is of paramount importance that policies should be so framed as to give enterprise the greatest freedom commensurate with over-all economic success in the transition."

EDITORIAL NOTES

Have you been "X-rayed" yet? If not, why not?

Canvassing is now the order of the day, but it is not possible for candidates to interview every elector in the short time at their disposal.

According to Field Marshal Alexander, Governor-General designate of Canada, "We have got to realize that the modern soldier today demands his newspaper, and it is up to us to provide it as much as ammunition and rations."

National Registration Certificates are being replaced, as fast as they are lost, to the extent of 50,000 a month. This takes 330 clerks at Ottawa. The cases in which wanted criminals and prisoners of War have been able to obtain fake certificates without question would indicate that this is a sheer waste of effort.

John Buchan, Lord Tweedsmuir, Governor-General of Canada, died this date 1940; was novelist and historian as well as statesman; served with distinction as an administrator in South Africa, director of information in Great War I, and as a member of Parliament for the Scottish Universities; among his best known works are John Burnett of Barnes, Prester John, Greenmantle, The Marquis of Montrose, The Thirty-nine Steps, The King's Grace, Memory Holds the Door, Augustus.

Figures released by the Dominion Bureau of Statistics show that during the past year there has been a remarkable growth in business between Canada and Latin America. Exports to those countries have more than doubled, the total for the calendar year 1945 being \$64,000,000 as compared with \$30,000,000 for 1944. Still another interesting feature of Canada's trade relations with Latin America is that already about 80 per cent of countries in that area are on a most favored nation basis with the Dominion, which really means that in any trade they are on the same footing as the United States.

Mr. J. G. Taggart, former Minister of Agriculture of Saskatchewan, now Chairman of the Meat Board, recently made two important statements. One was in complete support of the theory that the West should concentrate on the production of wheat rather than of meat for export at present. In fact that has also been borne out by other statements from Ottawa, despite the fact that until a few months ago, Mr. Gardiner was trying to drive the Western farmers in the other direction. Mr. Taggart's own statement shows that the Meat Board has handled \$725 million of meat. Of this, \$60 million went to the packing companies, for all that they did in connection with this business. The transportation companies obtained \$57 million. Marketing agencies got \$5 million. The farmers got \$603 million, or 83% of the total.

Women's nylon stockings will be sold at prices as low, and in some cases lower, than those in effect in 1941, the Prices Board announces in a statement outlining the various gradings of nylon stockings being manufactured and their corresponding prices. Four quality grades have been established for the hosiery: Special quality; first quality; second quality; described as substandards, irregulars, seconds; and thirds. These grades are in turn classed according to gauge, and the stockings priced on the basis of the quality and gauge used in their manufacture. Prices for the stockings will be the same in all retail stores in Canada. All "nylons" must be stamped with that word "nylon" and the gauge. If the stockings are not of the first or special quality the word "sub-standard", "irregular", "seconds" or "thirds" as the case may be, must also be stamped on each stocking. Maximum retail prices for nylon hosiery are as follows:

Table with 4 columns: Gauge, Special quality, First quality, Substandards, Irregular, 2nd, 3rd

Notes By The Way

A great deal of foreign policy now revolves itself into everybody's being in favor of something being done and everybody's being in favor of somebody else doing it.—Vancouver Province.

Don't be too humble, advises a contemporary. The cringing hound is kicked around, but the pugnacious bulldog receives kind words and cautious pats on the head.—Stratford Beacon-Herald.

Your money spent with the local butcher, baker or candlestick maker helps to make a bigger local market, increases the amount of labor needed locally, and allows for the building of a bigger and better community.

Individual assistance to returning veterans is not enough. The great need is for a co-ordinated effort by the entire community. The job should not be half done in many places, but well done in one place. Maj. Benjamin H. Namm, president, National Retail Dry Goods Association.

As a rule, hotels do not wish to expose themselves to publicity by laying charges, says The Winnipeg Free Press. However, in the United States, hotels are being run together and circulate the names of guests from whose rooms articles are found to be missing when they check out.

The United States State Department is advising Canadian and other consultants to seek an international agreement "outlawing political espionage by foreign government information agencies, practically, propaganda is only somebody else's political opinion with which you disagree.—Vancouver Province.

The Iron Horse is on the way to join the buffalo he chased off the Great Plains. The annual report of the Association of American Railroads shows that the roads now have on order 373 Diesel locomotives and only 98 steamers. Last year they put in service 584 Diesels and only 100 steamers and in 1944, 608 Diesels and 300 steamers. We wonder how many of the steamers were returned by railroads whose principal traffic is coal. The Iron Horse will make his last stand there.—Chicago Daily News.

Of all the nations which took part in the Second Great War on the side of the Axis, it is doubtful if any have shown the nerve and effrontery displayed by the Italians, whose general attitude appears to be that of a victor's power rather than of a badly and ignominiously defeated nation. The latest course of the Italian Government is reported from Rome. They demand that the Italian colonies be returned to Italian sovereignty, or at the worst, that an Italian trusteeship be established for the Italian possessions.—Sherbrooke Record.

Earl Browder, the Kansas City boy who made good in the big city of Moscow, is in a new line of business. Trading as Distributors' Guide, Earl is now a publisher. His new book, "The New York Times and the Communist Party," is being published by the New York Times. He used to advise the Have-Nots to take them, now he advises the Haves to buy them. Yes, that's a somersault! But only an acrobat can stay on the Commie line. Earl was 14 years old when he did those flip-flops at a high school young man on the flying trapeze.

The late famed dodo bird died of stupidity sometime in the 17th Century. A clumsy, pigeon-like groundling, larger than a turkey, the dodo lived on the Indian Ocean island of Mauritius. Life in the island was so easy that the birds became defenceless. With the arrival of a few men, the birds were slaughtered. The dodo's flesh was tough and tasteless and it might have been used as a source of vitamins—clumsiness—but pigs smashed the eggs and monkeys ate the young. The last of the dodo was shot by a Dutchman in 1681. The Smithsonian curators were sure that their newest version, made in almost entirely of old bones, gutta-percha, historical and other materials, is the most complete and accurate reconstruction in the U. S. Time Magazine.

A certain stage producer had a highly efficient kitchen servant, a sort of combined cook and butler, who made it a point to burn in advance of each party the contents of his employer's kitchen. One evening, a guest, along with several eminent publishers, when the Chinese served him at dinner he remarked pleasantly "Good evening, Mr. Maughan, I didn't care much for your last book." And then he before Maughan could reply. Several hours later the British author disappeared from the party, and when a search was made for him he was discovered in the kitchen discussing the various details of his book with the Chinese cook.—Empire Digest.

Election of Mrs. E. W. Porter to the office of mayor of Kentville is a landmark of no mean significance in the role of women in public affairs in Canada today. That women should be in the ranks of equality with men in the sphere of public administration and politics is axiomatic. Far too frequently, however, a quite illogical prejudice toward women taking their place in public life has been sufficient to deter many who were, in not a few instances, as well or better qualified than men to give leadership in the affairs of their country and their community. Mrs. Porter's election in Kentville illustrates with striking clarity how readily the traditional obstacles in the way of women taking their rightful place in public affairs may be broken down when the candidate herself possesses the necessary qualities of character, leadership and courage. For a woman to hold public office and at the same time successfully fulfil her domestic responsibilities should be no more unusual than for a man to find time to conduct his business interests efficiently and at the same time play a part in the affairs of the community.—St. John's Evening News.

Outdated Rail Services In Maritimes

(Sydney Post-Record) The heaviest handicap to Maritime expansion is the lack of modern transport services. These Provinces along the Atlantic seaboard, important and indeed vital as they are as the Eastern ocean gateways of Canada, have never been on a parity with the rest of the Dominion in the matter of railway facilities; but their status is worse today, relatively considered, than it has ever been, because such transport equipment as they possess has never been maintained on the standards our two great railway systems have established in Quebec and Ontario, and in the Western Provinces. To the west of New Brunswick Canada's railway services have at least not been allowed to deteriorate, and in many cases have been improved at the cost of heavy outlay on maintenance and equipment. But the Maritime services, never comparable with those of the rest of Canada, have been allowed to fall into the most deplorable condition of repair, and have become a broken and dilapidated segment of the national railway organization.

The urgent need of a bridge across the three-quarter-mile water strip of the Strait of Canso, between the oldest and smallest of the Maritime provinces, Nova Scotia and New Brunswick, has been so frequently stressed that it has become a throbbed topic of discussion. But the point has now been finally reached where the necessity of remedial measures is urgent and acute. For the safety of the lives and properties of Nova Scotians is at stake, to say nothing of the economic problem, in which all Canada is interested, of diverting the great coal and steel industries of this Province from being stymied and wrecked for want of access to their natural and only markets of Central Canada. Prince Edward Island's wretchedly inadequate transportation facilities present a problem which means quite as much to the people of that rich agricultural Province. Several years ago the newest, best and largest of the carry ferries operating between Borden and Tormentine was wrecked through inefficiency and gross negligence, and for four seasons, the only water link between the island and mainland rail systems has been the oldest and smallest ferry boat on the route. This boat, now 30 years in service, is absurdly inadequate, and its very age involves the constant menace of a break down of the last remaining means of rail communication between the island and the mainland. The new boat, still under construction, cannot be got into commission too soon.

With so many causes for criticism of the Federal authorities, it is right to give the Dominion Government credit for the establishment of the ferry service for motor cars and passengers between Borden and Tormentine, Nova Scotia and Wood Islands, P. E. Island, now in operation for several years. The Maritime Board of Trade have enough in common to take concerted action to press these urgent requirements upon the authorities at Ottawa. Unless this be done, more valuable time may yet be lost before the Maritimes have the best and most pressing need in the matter of modern transportation services.

W. H. McNEILL, Branch Manager, 206 Euston St., Charlottetown, P. E. I.

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W. H. McNEILL, Branch Manager, 206 Euston St., Charlottetown, P. E. I.

PASTURE EXPERIMENT

In a pasture experiment conducted on relatively heavy North Covey clay at Ottawa by the Dominion Experimental Farms Service, applications of superphosphate alone have increased production as much as where complete fertilizers have been used. As a result of seven years' observations, it has been shown that on this particular soil type the use of superphosphate alone for pasture produced as large a yield and at less cost than was obtained for a complete fertilizer.

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