

THE GUARDIAN

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

CHARLOTTETOWN, FRIDAY, SEPT. 3, 1948

The Finished Product

A Canadian Poultry Mission visiting New
York, says the Egg and Poultry Market Report,
was amazed at the amount of Canadian dressed
poultry seen at that market. It had been
shipped to the United States alive, processed
in down-town Detroit and reshipped to the
New York market.

The report further states that the cost of
processing in Canada would not be any higher
than in the States, so that the work and in-
creased profit might easily be retained here.
"All that is needed is a little more initiative,
a little more sales enthusiasm to do the job."

That of course is a sore point on Prince
Edward Island, for it applies equally well to all
agricultural products. A very large percentage
of all livestock and farm produce leaves this
Province in the raw state for processing in other
parts of Canada or the United States. In ad-
dition, we reimport the finished products to
satisfy consumer demand.

Industries based upon processing farm
produce have been advocated on many occa-
sions. Some progress has been made in partially
processing cucumbers, strawberries, blueberries,
a new fish drying plant is under construction,
and a number of packing companies have been
operating on a comparatively small scale.

The Windsor Star in an instructive article on
Maritime Problems referring to the campaign
to make the Maritimes more self-supporting,
says "one of the greatest obstacles against suc-
cess in the move is the heavy spirit of defeat-
ism that hangs over the Maritimes, who cannot
be persuaded that Confederation did not in-
clude the loss of their birthright."

It should be noted that we have both the
initiative and enthusiasm in men who would like
to see such establishments erected here. The
"spirit of defeat" has only entered be-
cause of our transportation isolation and high
freight rates to and from Canadian markets.
Such ventures require considerable financial
backing and the lack of initiative and enthu-
siasm of those having the capital to invest, due
to these handicaps has destined many an Island-
er to bluish unseem in his native Province, or
else uproot and transplant himself in more
venturesome sections of the Dominion. The
Windsor Star happily situated in a densely popu-
lated area, and adjacent to the United States,
the capital from which finances all kinds of
projects, does not realize that the iron has en-
tered our souls, not into our industries. We've
got the men, we've got the land and sea, we've
got the will and initiative, but we have not got
the Federal Government behind us to enable
us to get to and from the Canadian markets
unhindered.

End of Blight in Sight

In one of a series of excellent and timely
articles on New Brunswick, its industries and
attractions, appearing in the Saint John Tele-
graph Journal, Mr. Ian Scudlarski describes a
visit to the Dominion Experimental Station at
Fredericton and what is being done in the 630
Acre Laboratory in the interest of farmers.

At the moment, he tells us, the scientists
located there are preparing to unveil the
greatest and most spectacular triumph—a dis-
ease resistant potato, which will revolutionize
the potato industry in the same way that rust
resistant wheat created the wheat empire in
western Canada.

Blight which may destroy 50% of a crop has
been an added hazard to the potato grower,
who is termed a gambler if he puts in more than
a few acres. Even the best care and regular
spraying often fails to keep the fields free of
this menace.

Because of rigid inspection of seed potato
exports, P. E. I. farmers have enjoyed a repu-
tation as the source of the world's best seed and
have been able to market all that can be pro-
duced.

The effect of the development of new
varieties which are immune to such diseases as
common scab, leaf roll, and scab, as well as
blight should prove a boon to our farmers, and
the potato industry.

Although the Fredericton Station is charged
with the task of finding and developing new
strains, experimental plots are being grown in
many of the New Brunswick illustration farms.
The Charlottetown Experimental Farm is also
participating in an attempt to find those
strains best suited to the soil here.

Philanthropists At A Discount?

The question of the sufficient provision of
houses again arises with the return of house-
holders from holidays by the sea or elsewhere.
In the interim their city residences have for the
most part, been rented, and the occupants are
now in search of accommodation elsewhere, and
are experiencing difficulty in finding it. Certain
enterprises have been entered upon to erect
both apartment and individual houses, but not
nearly enough to meet the crying demand. The
vacating of the temporary housing at Maple
Hills has emphasized the need for cheaper ren-
ted homes. The complaint of not a few "evicted"
families at Maple Hills is that they cannot af-
ford to pay the rents asked by owners. It is
stated as high as \$30 to \$40 per month is
being asked for two unheated, unfurnished
rooms. This is more or less extortion, yet the
only way to remedy matters is for the City
Council to take matters in hand again, or-

...ranging for the erection of temporary dwell-
ings at nominal rental rate. There would be
no money for investors in such an enterprise,
but it would provide an outlet for philanthrop-
ists prepared to cast their bread (or money that
is) on the water in the hope and expectation
that later it would return buttered.

Highways and Trade

Evidence that adequate means of trans-
portation steadily develops exports and imports
is clearly shown by the experience of the North-
umberland Ferries.

Traffic over the Wood Island-Caribou
Route to August 31st, 1948, as compared with
the same period in 1947:

Table with 3 columns: Year, Passengers, Autos, Trucks. Data for 1948 and 1947, plus increase/decrease.

EDITORIAL NOTES

The French Republic declared this date
1870, and it has had a rocky passage ever
since.

On September 3, 1943, British and Ameri-
can Armies, including the 1st Canadian In-
fantry Division, invaded Southern Italy after a
successful campaign in Sicily.

One thing about bad weather at this time
of year—it makes it easier to reconcile the
youngster to the idea of starting back to
school.

On September 3, 1940, the United States
transferred 50 "over-age" destroyers to Brit-
ain in return for a defence outpost in New-
foundland and seven others in the Caribbean
on a lease of 99 years.

George Bernard Shaw wrote to The Times
that what is needed in the present world
crisis is a new dictionary that would convey
the same meaning for words in each language.
Perhaps it would be better to begin with the
spelling of names with vowels that would enable
"foreigners" to pronounce them—Zhdanov
and Czechoslovakia, for instance.

The results to date of the U. S. congress-
ional spy probe, after due allowance for the
intention of embarrassing the administration,
clearly show the same kind of independent and
parallel spy organizations as were disclosed by
the earlier Canadian investigation.

The World Council of Churches met in
essence at Amsterdam and the World Con-
gress of Intellectuals at Breslau, Poland. It
is not altogether surprising in this day and
age that from the Churchmen should have come
sweet reason, and from the "intellectuals"
merely fanaticism.

Tomorrow, during the 1948 Edinburgh In-
ternational Festival of Music and Drama, Alfred
Cortot will give a piano recital of the works of
Chopin. It will be the same music that Chopin
himself played, a few months before his death,
on his visit to Edinburgh. The recital which
thus fittingly marks the centenary of Chopin's
visit will be in the Usher Hall.

On this date 1939, Great Britain, Aus-
tralia, New Zealand and France declared war
on Germany. Canada, with several thousand
men already called out on active service, joined
the fight one week later, on September 10.
The first British troops arrived in France on
September 6, but were withdrawn a few months
later when that country capitulated in June,
1940.

Labour leaders are suggesting that Prince
Edward Island should accept the provisions of
the new Federal Labour Code in place of our
present restrictive legislation. It is not at all
certain that that would be the best move but
there is little doubt that the whole problem of
labour relations and legislation requires to be
seen into in the light of Island conditions.

Socialists and others have done a good job
of playing the idea that to run a business at
a profit is sinful. A typical modern attitude is
that of Mr. E. M. Gross of the United Farmers'
Federation who, speaking of their fertilizer divi-
sion, said, "There is nothing we need be ashamed
of. We've only made a profit of five per cent."

Since the introduction of the marine Diesel
funnels have been obsolete. Yet for years ships
have continued to be designed with valuable
space given to these ungraceful objects, some-
times to the extent of adding one or more
dummy funnels. Now the American Maritime
Commission has thrown tradition to the winds
and ordered three funnelless streamlined liners.
One immediate advantage is the improved
seaworthiness with the reduction in top
weight.

Regardless of whether or not there is a
third party in the field in Quebec in the next
Federal general election, the Progressive Con-
servative Party will run candidates in all 72
counties, Mr. Ivan Sobourin, P.C. Leader in
Quebec, said following a caucus held
at the Palestre Nationale. Mr. Sobourin for
the first time flatly contradicted reports that
the Quebec P.C.'s would join forces with a
third party in that Province and would not con-
test seats where they believed the third party
with a nationalist tinge would be likely to
attain more success.



MR. JONES' PLAN.

No-Funnel Ships
Planned For Line

(New York Times)
The three new round-the-world
passenger-cargo liners that are
soon to be laid down in Camden,
N. J. shipyard for the American
President Lines will be modern
streamlined vessels with a super-
structure design as yet unknown in
the New York service.

The low, sweeping profile of the
liners will be unbroken by the con-
ventional funnel or funnels, and
is the design of George G. Sharp,
well-known naval architect. The
only other type of vessel of nearly
similar design is the Del Norte
class type, built by the Mississippi
Shipping Company's Gulf-North
American run.

In an effort to eliminate fuel
smoke and gases, which usually
sweep back on the recreation decks
of liners, the design calls for two
kingpost-like stacks well aft of the
apparent funnel for exhaust gases.
The plan permits the normal
funnel area to be incorporated into
the superstructure, adding large
space for passenger accommoda-
tions and navigation equipment. It
was explained.

Originally intended to carry 188
passengers, the ships have been
re-planned to provide space for
228 persons. Twenty-eight extra



All he had loved, and moulded into
thought,
From shape, and hue, and odor,
And sweet sound,
Lamented Adonis, Morning sought
Her eastern watch-tower, and her
hair unbound,
Wet with the tears which should
adorn the ground,
Dimmed the aerial eyes that kindle
day,
Afraid the melancholy thunder
moaned,
Pale Ocean in unquiet slumber lay,
And the wild Wind flew round,
sobbing in their dismay.

Lost Echo sits amid the Voiceless
mountains,
And feeds her grief with his re-
membered lay,
And will no more reply to winds or
fountains,
Or amorous birds perched on the
young green spray,
Or herdsman's horn, or bell at
closing day;
Since she can mimic not his lips,
more dear
Than those for whose disdain she
pined away
Into a shadow of all sounds: — a
drear
Murmur, between their songs, is
all the woodman hears.
—From Adonais, Percy Bysshe
Shelley.

Old Charlottetown

(And P. E. I.)

BEAR KILLED

On Friday night of last week,
John A. and Angus Campbell, of
Black Pond, Lot 16, killed a large
bear that had been pestering the
neighborhood for some time back.
He had killed a sheep on Thurs-
day night. The next night the
two Campbells with a gun apiece,
placed themselves up a tree near
the carcass. About 10 o'clock along
came bruin for his evening meal,
but instead of getting mutton he
got shot, and his dead body was
taken to Souris next day and sold
to Mr. Allan Bolner.

—Island Guardian, Oct. 1, 1937.

staterooms will be incorporated in
the superstructure, some of them
where the smokstack would nor-
mally be located.
All staterooms will be air-conda-
tioned and will extend through
four upper decks of the liners, it
was learned. Sixteen of the rooms
on the promenade deck are to be
convertible to two-room suites.
Public spaces will include a
smoking room, overlooked by a
balcony, a large lounge forward,
dining room, card room swimming
pool and a children's playroom.
The crew quarters, for 162 men,
will also be air-conditioned.
The new ships, announced by the
Maritime Commission and the
company last week, were then said
to be designed for a speed of nine-
teen knots. But according to
authentic sources here they will
be capable of at least twenty knots
if used as transport and of higher
speeds if extended.

They will be single-screw ships
driven by a high-speed, down-
ward, geared turbine which will
develop 12,500 normal shaft-
horsepower. Steam will be supplied
from two boilers at 625 pounds
water pressure and 350 degrees
Fahrenheit.

The New York Shipbuilding Cor-
poration will build the ships and
deliver them to the American Presi-
dent Lines in 1950. They will be
598 feet long, 72 feet in beam,
and have a deadweight of 10,000
tons. The cargo capacity is listed
as 474,000 cubic feet and the cruising
radius 20,000 miles.

According to the Maritime Com-
mission, the ships will cost \$32-
000,000, 44.6 per cent of which will
be supplied by the commission as
a construction differential subsidy
under the Merchant Marine Act of
1938.

Maritime Freight Rates

(Sydney Post-Record)
In announcing that Manitoba is
filing a formal opposition to the
application of the railways for an
additional 20 per cent freight rate
increase, Premier Stuart Garson
points out that, if the Transport
Board allows the railways' re-
quest, this 20 per cent increase,
added to the 21 per cent decreed
by the Board last April, will re-
sult in a new rate level 45 per
cent above that of five months
ago.

But there are two things Mr.
Garson does not point out. One
is the wage increase granted in
the interim to all railway em-
ployees, which is the reason—and
it seems unanswerable—why the
railways are now asking for a
compensating advance in freight
rates. The other is that the
prospective 45 per cent increase,
of which Mr. Garson complains,
is calculated on a base freight
rate structure which was estab-
lished, not 5 months ago, but as
far back as 1927.

Can any reasonable person be
persuaded that it does not cost
the railways 45 per cent more to
move freight now, than it did 21
years ago? One ventures to say
the cost increase is nearer 100
per cent; and, were it not for the
abnormal volume of traffic dur-
ing and immediately after the
war, neither of the two railway
systems could have carried on
without lavish financial aid from
the Government.

As in the case of the 21 per
cent increase of last spring, the
Nova Scotia Government is now
joining up with those of the
Western Provinces, in opposing
the railways' most recent appli-
cation. It will be interesting to
learn what alternative to a freight
rate advance these dissatisfied
Governments will suggest, as a
way of meeting the new wage levy
the railways now have to pay.
Wages, it hardly needs to be
emphasized, can only come from
earnings, and the revenues of the

The Age-Old Story

Blasphemy are on the head of
the just. The desire of the
righteous shall be granted. The
hope of the righteous shall be
gladness.

Railways are all derived from
freight and passenger rates, the
former being the major, and in-
deed chief source, on which they
depend for financing their opera-
tions.

As The Post-Record has pre-
viously pointed out, the Govern-
ment of Nova Scotia got off on
the wrong foot in its original ap-
proach to this whole freight rate
question. So also did the two
other Maritime Governments, but
this false lead seems to have origi-
nated at Halifax. The vital mis-
take was the omnibus, frontal at-
tack the protesting Governments
launched against any general in-
crease in the Canadian freight
rate structure, and their illogical
refusal to admit that the railways
needed larger revenues to carry
enormously expanded operating
costs, after two decades of infla-
tion in wages, commodity prices,
taxation, service charges of all
kinds, and of every item of ex-
pense incidental to their business.
The whole case of the Maritimes
was thus based on the denial of
the most obvious facts, and of
conditions which were common
knowledge. In adopting this im-
possible position, the Government
of Nova Scotia led the spearhead
of a futile campaign, down a blind
alley, against the granite wall of
reality and indisputable fact.

What then, it may be asked,
was the Government of this Pro-
vince to do? Should it have re-
fused to sign and inert when the
railways asked for a general freight
rate increase which, if granted by
the Board, threatened the im-
position of new handicaps on
Maritime shippers, which might
seriously prejudice the economic
interests of the people of these
Provinces?

By no means. The application
of the railways presented a chal-
lenge to the Governments of the
Maritimes—not to oppose a re-
quest for a general freight rate
revision everyone knew was re-
asonable and necessary—but rather
to demand, now expired, was the
initiation of soil conservation
projects to arrest the progress of
erosion. One of these was recent-
ly completed and has saved the
town of Tiberias and 2000 acres
of surrounding territory.

Due to the removal of vegeta-
tion, annual floods worked havoc,
taking 36 lives in 1933 and doing
extensive damage to livestock and
other property. Washing out of
top soil had ruined a large por-
tion of the farms; roads were
blocked by boulders of as much
as one ton.

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Notes By The Way

If a lot of men had to do it
over again they would never mar-
ry the same woman — they
wouldn't get the chance — Bran-
don Sun.

Quite a romantic aura grew up
around Mata Hari, beautiful Ger-
man woman spy of the First World
War. But there's nothing romanti-
cally about the women being expos-
ed as spies right now, and we
can't believe that the day will
come, even a generation hence,
when Elizabeth Bentley or the
Countess Dineen or others like
them will be shown in films and
history as glamorous sirens har-
ing honest patrons to tell imper-
tant government secrets. They're
just traitors, and they'll be recog-
nized as such. — Windsor Star.

We read in a book the other
day that at all in the Christ's
birth, the world's population was
about 54,000,000 — not nearly so
many as the present-day popula-
tion of Great Britain. By 1800, it was
600,000,000; and by 1900, it was
1,600,000,000. Now it is estimated
to be around 2,500,000,000. When
you consider what the poor human
race has been through during the
last 2,000 years, and when you
consider that despite all its in-
fidelity and misery, it has multiplied 50
times over, why, then, your heart
with gladness fills, and dances
with the daffodils. You know that
all situations everywhere are re-
turning to work themselves out. —
Calgary Herald.

It will be a poor heart that does
not rejoice at the stand taken by
the committee of a local cricket
club at the Staffordshire Assize,
when sued for damages. A man
passing their cricket ground was
struck on the head by a ball hit
past a batsman. The injured
man sued the club for damages —
understandably, for few men have
heads wholly resistant to descen-
ding cricket balls. The club, with
that spirit of compromise which
is not out of place even in cric-
ket, offered the injured man an
ex gratia payment to solace his
damaged crown, but holy protes-
tations that they were under no legal
liability to make any payment
whatsoever for that kind of mis-
hap, in law, a man is assumed to
accept the risks necessarily atten-
dant on the playing of games in
which he joins or which he
watches. Neither a player nor a
man who takes a stroll on a golf
links can claim damages if he is
injured by a ball in flight. His
presence on the course is suffi-
cient for the law to say that he
has voluntarily submitted himself
to the risks of such an injury.
But to walk on a public highway
past a cricket ground is a differ-
ent matter, and it would be an
interesting extension of this theory
if the contention of the cricket
club is well founded. An English
club is well known to have
might well come to the conclusion
that the risk of injury, either
outside or even inside a cricket
ground, from a ball hit for six by
an English batsman is virtually

non-existent. This, however, does
not seem to be a Staffordshire
view. — London Economist.

Many of the serious diseases that
ravage Canadian homes could be
brought under a considerably
greater measure of control, if
early diagnosis and treatment
could be brought to bear. In many
cases people who suspect they
have tuberculosis or cancer and
off having a medical examination
for fear they will be found to be
infected and be forced to leave
their jobs and enter hospital.
These people do not fully realize
that by delaying the examination
they are merely prolonging the
treatment and possibly endang-
ering their chances of survival. A
feeling of fatigue is one of the
commonest complaints heard in
the doctor's office. It may be that
one feels tired after the first few
hours of the day's work. Fre-
quently the patient complains
that he feels as "tired on rising
in the morning as when he went
to bed at night. National health
experts say this chronic tired feel-
ing has to be taken seriously. It
may be the early symptom of a
number of serious diseases. The
cause is probably the chief symp-
tom for which patients request
their doctor for a tonic. It is the
doctor's job to decide whether or
not some disease process is re-
sponsible for the tired feeling. —
Brandon Sun.

Tiberias Saved By
Trees And Soil Control

(Woodland World)
One of scores of constructive
enterprises applied to Palestine
under the British Government
mandate, now expired, was the
initiation of soil conservation
projects to arrest the progress of
erosion. One of these was recent-
ly completed and has saved the
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