

THE CHARLOTTETOWN GUARDIAN

Morning Daily (Founded in 1887)
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WEDNESDAY, DECEMBER 12, 1945

Harbour Repairs Vote

Public Works Minister Fournier has once more indicated that the re-vote for Charlottetown wharf and harbor improvements will be provided for in the supplementary estimates to be brought down this session.

The Government need have no fear as to how the vote will be received. It was passed without question when it was introduced in the estimates some years ago and it is due entirely to Government policy and not to Parliament that the work was not completed.

The Progressive Conservative Party is determined that Maritime ports will be regarded as national assets and that they will be maintained in a state of security and efficiency.

It will be noted that this goes much further than mere wharf repairs, and is in line with resolutions previously passed by our Boards of Trade and City Council.

The Provincial Government, too, will surely feel justified in supporting Mr. McLure's presentation of our harbor repair claims at Ottawa, in view of its own solemn commitment to the people of this Province in the matter, as expressed in the following terms in its election platform of September, 1943:

Where Democracy Scored

The retreat which the Federal Government began before the combined pressure of the Provincial Premiers was completed in Parliament last week, when the National Emergency Transitional Powers Bill, which it substituted for Bill 15, was approved by the House in Committee, but only after the Government had amended it to return to Parliament its fundamental rights.

Only after continuous pressure did Minister of Justice St. Laurent accept the amendment which puts an end to Government secrecy and restores Parliament's authority over all its actions. By the changes written into Section 4 of the redrafted bill all those Orders-in-Council passed during the war which the Government wishes to continue must come before Parliament.

There is still much in the bill to which the Provinces reasonably can take objection. What they asked of the Government by way of clarification and definition of its intentions is still lacking. Instead of being more specific, the amended substitute for Bill 15 is in fact more vague in many places.

Lifting Controls

The move, quite strong and influential, for the immediate abandonment of all economic controls, meets a resistance of equal strength at Ottawa. The more active the agitation to this end, says the Monetary Times, the sooner is the purpose likely to be accomplished.

in prices, it is contended by some that the situation would soon adjust itself through competition, once the materials or merchandise became available.

The signs, however, are against the regulators of business letting go completely for some time. Many of the controls have been removed. More of them are being eased. The time is pictured as not distant when the lid will be wholly lifted.

Moreover, there is a reminder that when the regulatory restrictions have all gone with the wind, free enterprise will not be free to do as it pleases if that, by any chance, should take the form of combinations involving restraint of trade.

EDITORIAL NOTES

Evidently we are going to get somewhere all right as the result of the agitation over the Charlottetown Harbour improvements.

It is refreshing to have the City Councilors discussing civic affairs and replying to criticisms. It is by discussion that progress and reform are brought about.

It is reported, though without official confirmation, that the Telephone Co. intends to introduce the automatic system as soon as practicable, and so dispense with the "Hello" girls.

Prince Edward Island is the only province which has not taken advantage of the National Housing Act. Following is the amount of loans by provinces authorized under the Act since its coming into force last year:

During the war the Principal Maritime Allies (i.e., British Commonwealth, U. S. A., Norway, Holland, France and Greece) lost 31.1 million deadweight tons of shipping from all causes. Of this the British Commonwealth lost 18.7 million tons deadweight and the U. K. lost 18.1 million tons deadweight.

Senator James Murdock (L., Ontario) predicted in the Senate another war and claimed that money, "the cause of wars," would be the basis of its origin. The new war would come, he told the Senate, because men were reared in the belief that it was logical and natural to gain gold or its equivalent money.

A helicopter taxi may soon bring an express train service to the most remote corners of Britain. The Yorkshire Post reports that Railway Air Services are considering a plan to establish an air taxi service costing no more than average car hire prices which will take a passenger from home—whether in the Welsh mountains, the Scottish Highlands or isolated districts of England—direct to the mainline station.

"Praise-God Barbone's Parliament," otherwise the Little Parliament of Cromwell, voted its own death in a resolution this date, 1649; it took its first name from one of the members of the City of London, selected by Cromwell, known as "Mr. Praise-God Barbone," leather merchant in Fleet St. The minority insisted on maintaining "a house," and continued the sittings with a new speaker, but General Harrison entered with a few soldiers and asked what they were doing.

We are a gambling people—from bingo to atomic bombs. Canadians flocked to the parimutuels and pushed \$42,193,258 through the wickets in 1945—the largest amount wagered on horse racing since the boom days of 1929.

The Dominion Agriculture Department, which supervises betting at 26 Canadian Racing Associations, released its annual report showing that 5,125,059 more was bet on the nags this year than the \$37,068,199 which went whirling around with the thoroughbreds in 1944. The report said 35 race meetings which lasted a total of 307 days were held during the year, compared with 25 associations holding 35 meetings lasting 298 days in 1944.

Notes By The Way

Gen. Eisenhower has added his voice to that of Gen. Marshall calling for complete demilitarization of Europe. The advice is sound, but will people insist on its being followed? Similar advice was given in 1918 but instead of the counsel of the pacifists was accepted with nearly fatal results.—Brantford Expositor.

On a recent week-end we could not help but admire the vocabulary of a first-year student at Toronto. He was discussing a girl from the west, and this was what he said: "Boy! That's the kind of a dame I like. She's got plenty of looks and she's proud, and plenty of dough, but she doesn't throw herself around. Yes, that's the kind of babe I can go for—she's kind and flush!"—Fergus News-Herald.

The largest drydock in the world, recently opened to traffic at Cape Town, South Africa, can easily accommodate the gigantic liner Queen Elizabeth. When opened by F. C. Sturrock, Minister of Transport for the Union of South Africa, stated that the dock, after many difficulties had been overcome, in the record time of 16 months, and that the British Admiralty, which had supplied the machinery and equipment necessary.

Disastrous fire which left much of Breckenridge, Sask., in ruins, brought into being one of those towns that derive their names from unconventional circumstances. What with the fire, the coming of the slowest beasts of burden known to man, the early settlers often lived for considerable periods on bread and berries. Thus it was that this section of the country became jokingly known as "Bread and Berry" town, finally becoming the more polished Breckenridge.—Windsor Star.

We all have heard of—and sometimes, unhappily, from—the "juke box" and how it has become a name in a fascinating, and an authoritative, Dictionary of Words and Phrases, compiled by Joseph T. Shipley. The Buffalo News. Here it is: "Juke (Box): In the mountains of the United States, many Elizabethan words, that have died out in England, are preserved. Thus 'juke,' to dodge, is common in the West, and applies to the places where liquor was sold in prohibition times; hence, any cheap drinking place, where the juke box is set up to popularly in such shops it came to be called a juke box."

Congressmen opposed to credits for Britain except on terms beyond the ability of the Government to meet its present straitened financial position, probably have the idea in their minds also that this gives the United States, from a viewpoint, realizing that for the American economy to be healthy the rest of the world must be able to pay for its goods, and especially Great Britain. If the latter's economic position should seriously deteriorate, the repercussions on American and world commerce and prosperity would be highly disastrous.—Toronto Star.

A Lethbridge workman bought a \$1,000 bond for the 1946 Canadian Loan Campaign, thought it was a straight donation to the Government, and put it on top of the cupboard. When a Victory Loan salesman called in one of the early days of the campaign, he asked the man to subscribe on the ground that, in the First Great War, he had put up \$1,000 for a lance, and he had put up \$1,000 for the last of his money. Asked to produce the paper he brought down the tin box, and the man said, "I've got it here."

Potentially one of the richest, but actually one of the least developed, tourist regions in the Province of Nova Scotia is the Bay of Fundy shore country, said Digby, says The Halifax Herald. Picturesque, in places overlooking the rich Annapolis valley, and among the highest in the world, it is not served adequately with roads. In the details of the first lay-out of navigable water accounts for the absence of a highway for six miles in a place a dozen or so miles from the sea. The oldest white settlement in North America. What was good enough for the pioneer, however, is not adequate to today's needs, however. That is why a delegation has called upon the Government to improve what is hoped will become known as the Fundy Trail.

The history of sleeping cars is long, varied and humorous, and the upper berth has become a footnote to the annals of the railway. Railroad historians are enchanted with the details of the first lay-out of occupants of transcontinental Pullmans who retired fully dressed, armed against aggression with lethal weapons. The New York Herald Tribune. In the early '70's General William Palmer of Rio Grande fame believed he had the solution of the double-berth system then obtaining by evolving the narrow-gauge sleeper in Colorado. "I am determined," he said, "to have a berth for all."

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Only Snath Factory In British Empire

(John Anthony in C-I-L Oval)

The little town of Waterville, Quebec, boasts a long-established, thriving business which the average city dweller may find a trifle bizarre. It has the only snath factory in the British Empire.

Even when you learn that a snath is nothing other than a once-mentioned scribble, it comes as a surprise to learn that the demand for these odd-shaped sticks is barely met by the plant's present output of some 40 dozen a day. The only place most people ever see a snath is on a New Year's greeting card in the hands of Old Father Time.

The company is known as the Dominion Snath Company, founded and its president is H. S. Ball, grand nephew of its founder. There is no real mystery about the snath, a device of the scythe, according to Mr. Ball the N. R. and C. P. R. alone require about 500 dozen a year. Scythes are still the best instruments for roadsides, rough ground and fence corners, and hundreds of dozens go to municipalities, farmers, and farmers, who know the virtues and limitations of all their implements, and who reserve a permanent spot in their toolboxes for the scythe.

The traditional wood for snaths is white ash, because it is relatively easy to bend. And why all the bends in a snath? It has six curves all together in two planes. Mr. Ball is always ready for this question. "A bent snath prevents a bent back," he says, "and snaths are straight, but the man who bends one must bend down to get the blade in the right position. The bent snath, however, the welder gets maximum power and sweep from a comfortable, upright position."

White ash is easy to bend, it is no longer easy to get, and it has recently been necessary to use elm and cherry. But the breaking of these woods was great as they were forced into the snath's tortuous shape. At this point Mr. Ball decided to turn to urea, which makes wood easier to bend. The plasticizing action of crystal urea on wood was discovered by the Forest Products Laboratory at Madison, Wis., during experiments on the use of urea to prevent checking.

Mr. Ball's snath has been successfully on a wide variety of items, ranging from basket handles to ship timbers. While ash is now put in a water bath containing between 15 and 20 per cent of urea by weight and are left there until they are completely saturated. The urea bath is kept at 180 degrees F. This helps them to withstand the tremendous pressure of the bending process. The urea bath has been greatly reduced. A metal form into which they are forced maintains their odd shape until the urea is completely dried out. Great care is taken in the smoothing and finishing operations. This work was once done by hand, but now it is done by machine. The machine called the crooked lathe was invented by an inmate of the prison, and the machine has been developed over the years, and both Mr. Ball and his son, J. T. Ball, the company's treasurer, have been instrumental in its development. The machine is now in its shop in a state of standard type.

Not all the manufacturing innovations were devised at the plant, however. A machine called the crooked lathe was invented by an inmate of the prison, and the machine has been developed over the years, and both Mr. Ball and his son, J. T. Ball, the company's treasurer, have been instrumental in its development. The machine is now in its shop in a state of standard type.

Many orders for snaths piled up during the war, owing to restrictions on the importation of iron. A short time ago Mr. Ball attended a grand convention of North American—all five of them. It is unlikely that that number will be either increased or diminished fifty years hence.

UK Seen No Longer As Best Customer

(Montreal Gazette)

A strong plea for Canadians to face the fact that Great Britain can no longer be our best individual customer, to develop export markets in other countries, and to encourage immigration into the Dominion, was made in Montreal by Mr. S. Duncan, president of Massey-Harris Company Limited. In a speech in the Mount Royal Hotel, Mr. Duncan pointed out that the fact that during the process of economic recovery the United Kingdom will limit her purchases from abroad, to the extent that, British misjudging the situation, passage on obscure runs to experience an old-time sensation once common to all. In a word, the open berth will become a special privilege for amateurs of the old ways and customs, a hallmark of the connoisseur, like drinking Madeira and smoking rat-tail cigars. It is all to maintain a trading relation all of its own and now will possess, in addition, the cachet of delight which comes from the obsolete.

PUBLIC FORUM

This column is open for the discussion of current affairs of interest. The Charlottetown Guardian does not necessarily endorse the opinion of correspondents.

VETERANS' JOBS

Sir,—After carefully reading "Woodman's" letter in a recent issue of the Guardian I must say, that I resent it very much indeed, and I think that any returned ex-serviceman should resent it as much as I do.

Any man who has spent any time on the Continent, in either the Army or the R.C.A.F., and who was lucky enough to get back to Canada all in one piece, has no yearning to go to a camp in the woods and chop wood every day, day in and day out, sleeping in old burn-houses, and eating grub prepared in mass production whether it is cooked good or bad. He certainly does not want to go through this again.

Evidently "Woodman" hasn't spent any time in the services, or in all trenches and in tents in the mud, mud, rain and snow wasn't nice, and any man who served his time over there deserves some job put up with, and what they had to eat: bully beef and mutton, mutton and bully beef, dehydrated potatoes, carrots and cabbage.

The potatoes would be cooked and served like a paste that would be used to paper with. Sleeping in all trenches and in tents in the mud, mud, rain and snow wasn't nice, and any man who served his time over there deserves some job put up with, and what they had to eat: bully beef and mutton, mutton and bully beef, dehydrated potatoes, carrots and cabbage.

Since Canada is now faced with the necessity of not only maintaining a level of greatly increasing her export trade, Mr. Duncan continued, she must make up her mind to produce goods that can compete in world markets, to increase the number and importance of her customers abroad, and to purchase freely from those whom we wish to sell. This last will not be easy of accomplishment and "may involve substantial sacrifices to certain vested interests," he said, "but the fact remains that in the new economic world in which we are living we cannot continue to ship goods greatly in excess of those which we import."

New customers, suggested by Mr. Duncan, were countries such as China and India. There is evidence, he said, that these countries, with their teeming millions, are going to become world customers to a degree never thought of before the war. He said, "We must understand them; we must demonstrate our products there; we must assist them with our technical knowledge, and with our skills and experience."

Finally, he said, if Canada is to produce the national income necessary to support her post-war expenditures, we must further develop our own country by increasing its population, which means immigration. Mr. Duncan did not advocate "the open-door immigration policy" but held, nevertheless, that "never more there a time since Canada was first settled which has been more favorable to selective immigration than the present."

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LONDON.—(CP)—Only 700 of 19,529 houses in Bordeaux escaped war damage. The population has fallen from 97,420 in 1938 to 45,440 this year.

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