

THE CHARLOTTETOWN GUARDIAN

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

MONDAY, OCTOBER 16, 1939.

Fish Meal Production

In the course of a recent visit to Newfoundland, Mr. C. N. Bissett, president of the Charlottetown Board of Trade, obtained some valuable information with regard to the production of fish meal. This is an industry which, it is hoped, will shortly be established in this Province on a large scale, but in the meantime there is no reason why the waste product of our cod industry cannot be utilized and processed into fish meal with home-made equipment. A circular on the subject, issued by the Newfoundland government, was obtained by Mr. Bissett, and the following information is quoted from this source.

The process of manufacturing fish meal consists simply of cooking the fish or fish scrap, pressing out the oil and water, and drying and grinding to almost powder size. The cooker and fire-place can be made from any steel drum. The drum is cut into two parts at about one-third from the bottom. The lower portion is fitted with a small door and a length of stove pipe. Vent holes are made in it and it is then used as a fireplace. The larger, top portion of the drum is inverted and used as a cooker. The other requisites are a press, consisting of a wooden frame and jack, a drying pan, and grinder for pulverizing the meal, which can be made at home without much difficulty. About 10 gallons of fresh water are brought to boil in the cooking drum, to which is added about 130 pounds of fish offal, cooked for twenty minutes or until the flesh falls away from the bones. The cooked material is placed in the press where as much water as possible is removed. From the press the material is taken and dried on the drying pans, and finally ground in the barrel grinder, in which about two gallons is put at a time. Ground for ten or fifteen minutes to a powdery consistency, the material is removed and sieved. From cod heads, the product thus obtained consists of 68.1 per cent protein, 7.5 per cent fat, 8 per cent moisture, 12.3 per cent calcium-phosphate and 0.5 per cent salt as against 64.4 per cent protein and a much smaller percentage of fat in British white fish meal.

The value of fish meal as an ingredient in cattle feed, especially for poultry and hogs, consists in the very rich and highly digestible feed material—proteins, minerals and vitamins. The objection is frequently made that the flesh of animals fed on fish meal acquires a fishy taste, but it is emphasized in the booklet above quoted that there is no real foundation for this objection. The meal should be given in moderation, mixed in proper proportions with other ingredients of the general feed. When this is done there is no danger of taint.

The ease with which home-made fish meal equipment can be made and operated places within the reach of every fisherman the means of augmenting his income by utilizing the waste products of the fisheries to the extent of about 50 cents per quintal of fish. In cooperative organizations this equipment could easily be improved and enlarged to suit the quantity and demand.

Air For Training

It is predicted that from the welter of war, Canada may emerge with one of the most highly-skilled air personnel in the world and many of the accumulated effects of centralizing the Empire training in this country will probably carry over into peacetime to stimulate flying in normal times. In the meantime, it is probable that the numerous Trans-Canada Air Lines' emergency landing fields scattered at 50 and 100-mile intervals across the Dominion will be utilized in training Canadian and Empire pilots. Many new flying fields, it is anticipated, will be built with a view to war emergency as well as commercial flying. The large city airports probably will be ruled out as large training air stations because of the aerial congestion that would result with commercial transport planes flying in and out daily.

This is a reminder of the fact that Prince Edward Island should have at least one air-training centre and with the completion of the new airport at Charlottetown there should be excellent facilities for the training of air force recruits. At present Islanders have no opportunity of entering the air force unless they go to other provinces, where they are handicapped by being non-residents and placed at the bottom of the waiting list. This is a matter which should be taken up at once by our civic and provincial

authorities with the Defense Department. Prince Edward Island is admittedly free of fog than any part of the Maritime Provinces, and is ideal for flying purposes. Our artillery and infantry units are among the best in Canada's new army, and a Prince Edward Island air squadron, trained here under expert supervision, would undoubtedly be equally efficient.

In Lighter Vein

The rhyesters are doing their best to add some saving touches of humor to the grim business of war. The Manchester Guardian leads off with the following parody of a famous nursery rhyme of Lewis Carroll:

JABBERWOCK, 1939

'Twas Danzig and the Swastikoves Did hell and little in the Reich; All Nazi were the Lindengroves And the Neuraths Jultustreich.

And as a Polish oath they swore, The Grabbercock with less aflame, Came Goering down the Corridor And Goebbled as it came.

Not to be outdone, the diplomats at Washington got their heads together and improvised the following at a recent luncheon:

Ribbentrop, Ribbentrop, where have you been? I've been to Moscow to see Stalin. Ribbentrop, Ribbentrop, what did you there? I dined with some Jews and got hugged by a bear.

And this, in classical limerick form, apropos of Hon. T. A. Crerar's appointment to represent Canada at the Imperial War Conference:

That bloody assassin, Der Fuehrer Now knows that his end is much nearer. He lies like the Devil To Winston and Neville, But now he must deal with Tom Crerar.

EDITORIAL NOTES

British Houses of Parliament burnt this date, 1834.

"Bootlegging" recruits is a new enterprise, so far confined to Quebec.

New Brunswick Premier, Hon. A. A. Dyrart, says there is "no authority" for the report that he will go to the electorate next month. On the other hand he "we'd not go so far as" to deny it.

Included in the list of hospitals which have been accorded approval by the American College of Surgeons following the 1939 survey which was concluded on Oct. 1 are the Charlottetown Hospital, the Prince Edward Island Hospital, the Provincial Sanatorium and the Prince County Hospital. Official announcement of the list will be made at the opening session of the 22nd annual Hospital Standardization Conference in Philadelphia today. The American College of Surgeons, representing some 12,700 leading surgeons in the United States, Canada, and other countries, carries on extensive work each year in improving hospital service. Their approved list of hospitals is regarded as authoritative, and it is a matter of satisfaction that Prince Edward Island hospital units appear regularly on this list, indicating the high standard of efficiency maintained.

Wonder if the Rt. Hon. Winston Churchill will coin another phrase like "psychological exactitude" in reply to the action for libel against him for calling a New York journalist "a vicious liar?" Mr. William Griffin, publisher of The New York Enquirer, has obtained from Supreme Court Justice Lloyd Church a warrant of attachment against Mr. Churchill, First Lord of the British Admiralty, in connection with the libel suit he has brought against the British statesman. The attachment is directed against any of Mr. Churchill's assets in New York State. In his complaint Mr. Griffin charges that he was libelled in a transatlantic telephone interview Mr. Churchill gave to The Philadelphia Evening Bulletin last August 26. In the course of the interview, it is alleged, Mr. Churchill described as a "vicious liar" an account given by Mr. Griffin of an interview between them. As yet no answer has been filed by Mr. Churchill to the libel suit.

Claiming that the questions of participation and conscription were injected into the campaign by Justice Minister Ernest Lapointe and not by Premier Maurice Duplessis. Hon. Anatole Carignan, Quebec Minister of Roads, told electors of Jacques Cartier that they were "free to vote according to your conscience" but warned them to weigh the importance of their acts. Speaking for two and a half hours, the Roads Minister directed almost his entire speech to an attack on Mr. Lapointe's intervention in the election and declared that if the Minister of Justice was embarrassed today it was because once again he "has put his foot in it and interfered where he had no business." Of conscription Mr. Carignan said: "Mr. Lapointe is against conscription, Prime Minister King is opposed to it, so is Public Works Minister P. J. A. Cardin. We are against it and you are against it so therefore we all understand each other on this ground. But the point I want you to remember is this: What is Canada going to do when the number of voluntary recruits is exhausted? Are Messrs. King and Lapointe, who, mind you, declared war on Germany, going to say: 'We haven't got any more men who want to fight so we will call it off and go back home.' That is the point which I wish the Federal Government would make clear." The speaker recalled that Sir Lomer Gouin held provincial elections during 1916, right in the middle of the last Great War, and "that Mr. Lapointe and Cardin were at his sides throughout the campaign. Were Mr. Lapointe and Cardin guilty of sowing discord and threatening the unity of the Dominion then?" The Minister also reminded his audience that Lapointe and Cardin took part in the federal general elections of 1917 and were successful in obtaining the election of more than 60 Liberals. He said that the reason Premier Duplessis had called elections was because of the ever-increasing attempt by Ottawa to centralize government and encroach on the rights of the province.

NOTES BY THE WAY

From various mobilization centres of the Canadian Active Service Force one hears or reads of men not yet issued with boots. One notices items of men wearing canvas shoes, and some who have been out of work going around in footwear that will not withstand hard usage. Aside altogether from the wartime appropriations made by Parliament in the past special session, it would seem that this requirement ought to have been met before now. Back in April, Hon. Ian Mackenzie announced the purchase of 20,000 new jackets and 10,000 pairs of trousers for the non-permanent militia, and provision in the supplementary estimates for boots, which had never before been supplied. The boots for boots and socks, both let to a firm in St. Hyacinthe, Que. The quantities are not stated. It is true that the Minister of National Defence forecast six months' training for men on active service, but Fall weather is already reported in Eastern Ontario, Nova Scotia and the West. Men who volunteer should not be expected to provide footwear at their own expense, as militiamen have been doing for too long. Surely Canadian shoe factories are not so busy that they cannot expedite special orders. If this country expects to be a superpower, it should be able to show more speed in outfitting its comparatively small number of troops than it does. — Woodstock Sentinel-Review.

Whatever steps the United States Congress may take to lessen the chances of involvement in Europe's war, it is obvious that the American people cannot forego its rights as a neutral nation. To do so would be to prohibit all travel of American citizens, to take all their ships off the high seas and withdraw behind a wall of isolation. Such a course would be ruinous to United States' interests. While our government remains abroad or a single American ship on the high seas, their rights under international law must be respected. Some pacifists and isolationists are so stupid that when they assume that an embargo on arms and munitions would be sufficient to remove all pretext for interference with American rights. — Le Petit Journal Montreal.

In some respects the amended Section 94 Act adopted by the Legislature is a step in the right direction. To the extent that it takes proper steps to facilitate the unearthing of frauds and enables the Government to collect moneys justly due it merits support. But some of the changes in the original draft of the bill do not alter the view already expressed in these columns that it is a "vicious piece of legislation," un-British in principle, because of the arbitrary bureaucratic means provided for launching fishing expeditions into estates and for forcing payments prior to court adjudication. — The Globe and Mail.

The finally important question is not whether Russia will help Germany to win but whether Germany will help Russia to win. Stalin obviously gave the signal for the invasion of Poland. Now, having collected his share of the spoils, he again eggs Hitler on to demand peace on unacceptable terms. Whatever the result of the "peace offensive," Russia's advanced position in the Baltic is a fact. Europe makes its influence greater than at any time since the revolution. It would be greatest of all, of course, at the end of a long war in which Germany is defeated. That is the new threat Hitler holds over the allied governments and over Italy and the Balkan states as well. When Hitlerism lost its power to stop war, it dragged "Socialism" presenting Europe with the impossible alternative of playing Stalin's game of "war" or his game of "peace." And the trouble with this is that it is not only what Hitler wants but what the Soviet is real. In opening to the Soviet the gates closed by the peace treaties he has reversed the trend of history. In effect he has turned the Via Enea into a road from the Black Sea to Rome.

Parliament gave a poor lead to the people of Canada when it set aside \$176 AND expenses for the six day's labor of each member at the special session. That the amount is comparatively small does not affect the principle. These gentlemen receive \$4,000 a year for their services, and the intimation that they are not going to do a hard's turn out of the ordinary without being paid for it almost suggests that Parliament cannot really have it in its heart to deal with profiteers as they should be dealt with. In addition to the \$4,000 a year, members travel free on railway passes, and while at Ottawa their mail costs them nothing. Yet far from being content with doing a year's work for a year's pay, they have helped themselves to \$25 a day for seven days — including Sunday when they didn't work—AND expenses. — Toronto Telegram.

The Owen Sound Sun-Times makes some startling comments in an editorial on the distribution of the rural population from Grey County. It is based on figures given in an address at a county folk school by Mr. Harold Ghent, who made a careful study of the situation. In 1881 the rural population of Grey County was 63,188. According to the census of 1931 it had declined to 39,551, or a decrease of 47 per cent in 50 years. During this period the number of persons in rural areas in the county decreased from 37 per square mile to 19 per square mile. On the other hand the urban population increased from 25,121 in 1881. Those are startling figures for a magnificent country like that of Grey. One wonders if investigations had been made in other counties similar results would have been found. Perhaps one of the reasons for the continued unemployment throughout Canada is this very state of affairs. Certain it is that agriculture is the basic industry of this Dominion and everything possible should be done to keep it at a high state of efficiency. — Brantford Expositor.

Prince Edward Island And The War Three Pressing Needs

(By H. K. S. HEMMING)

(Continued from Saturday's CHARLOTTETOWN HARBOR IMPROVEMENTS)

So accustomed apparently have the people of Prince Edward Island become to excuses, delay and procrastinations in all matters pertaining to the Dominion Government, that they seem to have taken the motto on the part of the Ottawa Public Works Department regarding the promised improvements to the Charlottetown Harbour as simply a matter of course and many have even stated that Ottawa never really intended to make the alterations to the Railway wharf for which Parliament voted the money on April 1st last.

Just how to account for this habitual lack of interest in the Island's welfare is not of easy explanation, unless it be that, being the smallest province in the Dominion with but few representatives in the Commons and Senate, the Island's influence is all too near to the zero point. Pressed with many other and larger issues, the Minister and his assistants in the Civil Service appear to make a practice of relegating Island undertakings to the foot of their lists of things to be done, and so it has been for sixty years or more.

On many occasions since Confederation efforts have been made to stress upon the several Premiers and their assistant Ministers in the Federal Cabinets the fact that this is an Island in the sea and that, in the very nature of things, it requires special attention in order that its people may be afforded a means of reaching with their produce the markets of the world. Without efficient water transportation Islanders have no choice but to sell in the United States and the other Canadian Provinces, where competition is so keen a nature that it can be met only at serious sacrifice in price, which sacrifice is intensified by the more than heavy rail freight charges levied by Canada's National Railway which enjoys an absolute monopoly in transportation on the Island, even to the extent of preventing truck haulage over the Borden Ferry by excessive tolls.

After years of pressure, hydrographic surveys of the harbour and approaches were finally made and completed in 1937, and then it was realized that, except for some shallow places which required dredging, the land locked Charlottetown Harbour was a splendid natural asset, well worthy of being taken over by the Dominion Government and added to the cordon of wonderful Federal owned and controlled harbours on the Island coast from the Atlantic to the Pacific.

Notwithstanding the favorable report of the surveyors, hesitation regarding the need for the oft-requested improvements was again evidenced, not was it until the present year that the Federal Government could be persuaded to ask Parliament to vote the required money to cover the cost of the first step in a program which in days to come will permit many ocean vessels to call at the Charlottetown Harbour and carry away a variety of tonnage not even dreamed of today.

In this first step the Railway wharf in the harbour is to be lengthened, heightened and added to, with storage sheds, to accommodate large ocean vessels; and the pier of the wharf to be deepened several feet. The vote was passed on April 1st, regarded by some as an inauspicious day, which indeed seems to have been the case for Mr. Dunning as Finance Minister promised that the work would be started forthwith so as to permit of the whole undertaking being completed by the end of 1940 and at the same time providing much needed work and wages for the City's unemployed. Six and one half months have elapsed and as yet no tenders have been advertised for. To what extent rising prices will affect the cost is unknown, but if the contract figure exceeds the original estimates it will be a well-merited punishment for unnecessary delays.

No matter how the costs may be increased there can be no doubt that the sooner the work is done will a proportionate saving be made, for on all sides steadily increased prices of materials and labour are anticipated.

The main point at issue, however, is that, in the carrying of food and feed from Prince Edward Island to England and France for war purposes, the saving in freight of from 40 per cent to 87 per cent

will be made by shipping directly by ocean vessels rather than by rail to Halifax or St. John and then by steamship; while the time saved would be very material.

This, then, the promised improvement to the Charlottetown Harbour, is the Island's Pressing Need No. 3.

If these three all important activities be brought to an immediate reality, Prince Edward Island will leap forward into a new era of prosperity, unknown since the Confederation days of shipbuilding and shipping over the Seven Seas. It may well be asked whether our Government and our business men have the vision to see these things and to bring to fruition that vision without which the people of this beautiful Island, so greatly blessed by Providence, will continue to "perish" as they have for the past forty years or more?

PUBLIC FORUM

This column is open for the discussion by correspondents of any subject of interest to the Charlottetown Guardian. The editor necessarily endorses the opinions of correspondents.

SEED POTATO PRICES

Sir,—I read with interest your editorial in a recent issue of the Guardian with regard to the rise in the price of farm produce. It would appear that you appreciate the strain the farmer has been under the last number of years.

The great pity is that a few of our government officials do not waken to this fact also and do something worth while to see that the farmer gets a square deal in the marketing of his produce. At the present time we have some of the potato buyers of Prince Edward Island gathering in inspected seed potatoes that they contracted for in May at 45c a bushel, among these buyers is a prominent organization which the farmers supported was in their interest. Now however we find that when these agents were out getting the farmers to sign up, at 45c a bushel, enough potatoes to pay the fertilizer which they had purchased from this association and which in many cases amounts to five to eight hundred bushels, at the same time a reliable firm in the Charlottetown, advised certain people to sign no contracts, that the prospects for seed potatoes were as good or better than last year. The price paid last year for seed was 60c and we are told that when the price was set this year for seed except what is contracted for, it will be around 75c per bushel. What the farmer wants to know is was there such a reliable firm to get the farmers signed up at 45c a bushel when they had no reason to believe that potatoes would be any cheaper in 1939 than in 1938? Other buyers informed in May that the prospects were better than last year, and they not as good an opportunity of knowing also.

Now if a farmer dares go into their office and ask if they are going to raise the price any he is met with a loud and angry "No a bargains a bargain, you fellows were glad to get 45c if potatoes were selling at 25c a bushel." Which might be an argument of some common sense if there were any chance that the like could happen, but we don't expect any such luck.

These potatoes are sold we understand to an American Company so along with making a profit on the fertilizer and potatoes, they plan on keeping the ten per cent exchange on the American money also.

Is it not time our government members got busy and did a little investigating. This bare-faced deal stands many farmers a loss of \$150.00 to over \$200.00, which they would take without a murmur were it not for the fact that now know that potato prices looked too hopeful last May for any such ridiculous contract price as 45c a bushel, and of their victims I wish to state

FROM "HANDS ALL ROUND" O rise, our strong Atlantic sons, When war against our freedom springs! O speak to Europe through your guns! You can be understood by kings. You must not mix our Queen with those. That wish to keep our people fools; Our freedom's foemen are her foes. She comprehends the race she rules. Hands all round! God the tyrant's cause confound! To our dear kinsmen of the West, my friends, And the great cause of Freedom, round and round. —Tennyson.

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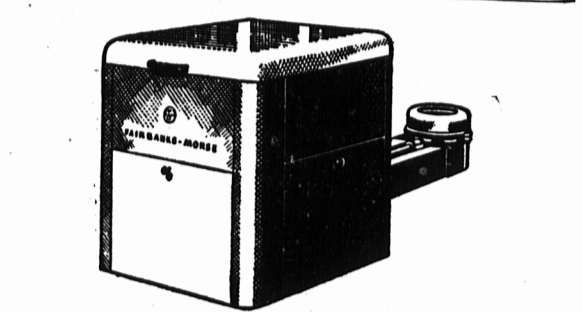
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