THE CHARLOTTETOWN GUARDIAN

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THE JONES COMMISSION

Two objectives, both of them political, seem to have been in the mind of the Liberal government of Nova Scotia when it launched the Jones Commission. One was to make a sectional issue of the tariff question; the other was to stultify, if possible, the efforts of the Bennett Government in effecting settlement of Maritime claims under the Duncan report of 1926.

The alleged reason given by Premier Macdonald for the appointment of the Jones Commission was that the Duncan Commissioners—Liberals all three—had fallen down on their job and had disregarded their own terms of reference at the say-so of certain Conservatives. This reason our local contemporary had the unwisdom to indorse. But the reaction from the friends of Hon. Cyrus Macmillan, who rightly were incensed at this reflection on his integrity as a member of the Duncan Commission, forced a change of tactics on our contemporary's part. Subsequently came repudiation of the Liberal allegation from Senator Meighen, Hon. Mr. Rhodes, and Sir Andrew Duncan himself. That ended the controversy, so far as thinking people were concerned, and left the Jones Commission high and dry, without any reason for its existence other than the partisan ones above stated.

The Commission, however, proceeded to take evidence about tariff disabilities. And here the Liberal propagandists have encountered another snag. Steel and coal are two of Nova Scotia's most important sources of wealth, and both these industries, as has been shown in the evidence submitted, owe their continued existence to tariffs.

This being the case, the Jones Commission may after all serve some good purpose. After hearing the evidence of men like Sir Newton Moore, it should be in a position to extend a vote of thanks to the Bennett Government for having done more than any previous administration in Canada's history to build up the coal and steel industries of our sister province by means of tariffs and subventions.

MUSIC IN THE SCHOOLS

The article on "Music and Citizenship" by Mr. Milton Blackstone, of the Hart House String Quartet, which first appeared in The Guardian, has been widely copied by magazines and newspapers throughout Canada. Commending the article, which it reproduces, the Sydney Post-Record says the educational value of music is no more debatable than the study of literature or any other expression of art, and yet it has so far failed to find its rightful place on the curriculum of the average public school. The free concerts to high school pupils which the Hart House Quartet has been giving for some years past in the more important Canadian centres where it has performed, is warmly indorsed. Next month, it is noted, the Quartet is giving a performance in Sydney, as well as a free musicale to the high school pupils of that city.

It is too late this year to arrange for a visitation of the Hart House Quartet to Charlotteown, but it is to be hoped that next season, when the programmes of the Community Concert Association are being selected, the opportunity will be taken of securing the services of this splendid Canadian group of artists who are appearing regularly now in every province except Prince Edward Island.

AIDING THE EXPORTER

Referring to the marketing of Canadian products, Mr. G. H. Ward, secretary of the Canadian Chamber of Commerce in Great Britain, points out that the policy of the Canadian Government, through its Exhibition Commission and its Trade Publicity Branch, is of definite advantage to the Canadian exporter. It also is important to bear in mind that the Department of Trade and Commerce, responsible for these two branches, have Trade Commissioners located in London, Bristol, Liverpool, Glasgow and the Irish Free State. These officials are giving splendid service to Canada, and there exists between the Chamber and the Trade Commissioner the closest possible co-operation. This is exemplified by the fact that all the Canadian Trade Commissioners resident in the United Kingdom have been elected ex officio members of the Council, thus giving them close knowledge of the Chamber's activities.

The Chamber, of which Mr. Ward is secretary, aims to be the exponent of industrial Canada in the United Kingdom. One of the special undertakings of the Chamber is that of industrial co-operation. This is proving to be of special service to Anglo-Canadian Trade. The Chamber offers the fullest possible co-operation to all interests on both sides of the Atlantic. The Ottawa Agreements have definitely proved advantageous to Anglo-Canadian trade. It is true that all previous barriers were not swept away, but it is equally true that the 1932 Conference laid a new foundation for Empire co-operation. Supporting this ideal, the Chamber has consistently advocated the need for practical industrial co-operation between the United Kingdom and the rest of the Empire. It is one of the factors making for greatly extended intra-Imperial trade.

EDITORIAL NOTES

Exhibition weather is still being experienced.

Golfers have had a great season—so has the Car Ferry with auto traffic.

The Nova Scotia Commission has so far unearthed nothing new, and is now suffering a sort of an eclipse.

Hon. Mr. LaPointe still supports Hon. Mr. Mackenzie King's contention that there will be a Fall election—at the worst it keeps the workers active.

From all appearances—and Maine election results—Roosevelt still retains the full confidence of the U.S.A. electorate who, sportsman-like, wish to give his "New Deal" a try-out.

Under the new Irish Free State Pension Act, the farmers will have to raise $2,500,000 to provide pensions for retired military men and those who took up arms in the civil war against the British. De Valera will be entitled to a pension of $1,250 per annum, and the President to $375.00.

Congratulations to Mr. H. R. Stewart, deputy Secretary-Treasurer, on his election to the vice presidency of the Association of Superintendents of Insurance of the Provinces of Canada. This is the body which sees that the various insurance companies doing business in Canada live up to their legislative obligations.

Mr. E. W. Nesbitt, who is the Federal Government nominee on the Maritime Commission, has Maritime "claims" of his own, being the grandson of a distinguished Nova Scotian who was Speaker of the House of Representatives from 1759 to 1783. This was William Nesbitt who arrived in Halifax from England in 1850 and was first employed as a clerk in the office of the Provincial Secretary. He was dismissed from the post by the Governor in 1852; but later received the appointment of Attorney-General. From 1758 to 1784 he represented Halifax County in the House of Representatives; and from 1759 to 1783 he was speaker of the House, as well as Attorney-General. He died at Halifax in 1764.

Captain John Ball, of London, is a cynic, and managing director of the Soley Armament Co., Ltd., which has an agent, named Mr. A. J. Miranda, Jr., in New York. In March of this year, when there was talk of war between Japan and China with the prospect of U.S.A. supporting China, Ball wrote Miranda: "We fully understand that arms deals are not usually done without some officials getting 'greased,' but if any palm oil is required, it has to be added to the price, and as our prices are at least 50 per cent. less than factory prices for the same arms, they will stand a lot of 'grease', and still be cheaper than the manufacturers' prices." Hence the Senate Committee's new found zeal to shut down on publicity; the governments concern entering robust protest against the insinuation that their officials are corrupt.

A Toronto real estate scandal which has been sharing the limelight with the Electric Hydro investigation, has resulted in the complete vindication of the parties concerned. A Liberal member of the city council charged that the Toronto Transportation Commission had played politics in buying land at enhanced prices for which there was no immediate need. County Court Judge Honeywell was appointed to investigate which he did in open court. "In view of the facts I find there is no basis in fact for any assertion that the purchase price of any one of the properties was excessive and exorbitant, according to the prevailing real estate conditions," reported his Honor. "I further find that these purchases were each and all fully justified by the conditions existing at the time or at the present time."

Poland has some excuse for adopting an attitude of disregard for minority rights, for her Government enjoys a majority of only 50 in a house of 444—opposition consisting of a conglomeration of parties all clamouring for self-government for national minorities. The Government consists of a group of former Legionaries and militarists, moderate socialists, conservative land-owners and a financial and intellectual party—the aim and object of which is the non-participation of Poland and the strengthening of the existing constitution. This Government combination has 247 seats in Parliament. The opposition, consisting of 197 representatives, is made up of the following, all favouring minority regional autonomy: National Peoples Union 62; Peasant Party 48; Socialists 24; Ukranians 17; Christian Democrats 15; National Labour 10; Jews 6; Germans 5; Ukranian Radicals 3; White Russians 3; Non-Partisan, 1

Notes By The Way

Only 61 days had May and June, but 88 of them were flag days in London. The figures indicate a bit of overlapping, but that is not the most serious feature of this Flag Day business. The trouble is that people who go on giving day after day from mere force of habit or from sheer cowardice are likely to cut down all their benefactions to a copper or two, instead of contributing what they can afford to the causes that appeal to them and leaving the rest alone. And when that is done there is not enough left for Poppy Day and Alexandria Rose Day, the only two official A-1 nation-wide Flag Days in the calendar.—Manchester Sunday Chronicle.

Mental work must be done in the same careful way that physical work has to be done. The architect of a great building has to have every detail of it in his mind before he commits it to drafting paper. The commander of troops on a battlefield has to shift his advance constantly, for he never can tell what the other fellow is going to do and what the other fellow is going to do is the crux of the whole matter. Looking back and wondering whether we have done this or that thing right is fatal to success. Know at the beginning where you are going, and, as far as possible, how you mean to arrive there. Then put all your earnestness and strength into the enterprise, and you will have an excellent chance of success.—Ex.

For ten years a freak oil well near Lmar, Oklahoma, has produced almost pure vaseline at an average rate of 350 barrels daily. It is thought to be the only well of its kind in the world and has made its owner a fortune. The well is 3,170 feet deep. All other wells drilled in the neighborhood have turned out to be "dusters". When it reaches the surface the vaseline is a dark green, but turns to a brilliant yellow when struck by outside air.

One day Great Britain states that it is her policy to seek renewals of the naval treaties on substantially the lines of those existing. The very next day the Japanese cabinet states its policy, which is the abrogation of the Washington treaty and the ratio system. There seems to be as much chance of reconciling these two policies as of spreading frozen butter on new bread.

There exists in Canada one tremendous obstacle to any scheme of national planning and federal regulation of industry in the provisions of the Federal constitution. It is embalmed in the British North America Act, a statute of the British Parliament, which was passed in 1867 as the basis of the Confederation, and, although Canada, as the result of decisions of the Imperial Conference of 1926, now formally registered in the Statute of Westminster, is completely emancipated from the leading strings of Downing Street in all matters fo policy and has most of the privileges of an independent state, she can still only change her constitutfon with the consent of the British Parliament. Now this constitution is in many of its features obsolete and archaic; it was devised at a time when Canada was in the main an agricultural community of pioneer settlers, and such developmnets as hydro-electric energy, aviation and broadcasting were still in the womb of the future; the result is that, in the absence of any definite provisions about such matters there has been a constant conflict about the respective zones of Provincial and Federal jurisdiction.—John Stevenson in The Fortnightly (London.)

Each of us is bound to remain ignorant of a vast number of mysteries that envelop life. None of us can walk out into the open air without becoming conscious of the mysteries of nature, evidenced on every hand. Wonder of wonders is the human mind—yet in substance we are very frail—the strongest among us. We are born in a cloud of mystery and we lie down to our last earthly sleep with no knowledge—outside our faith—as to our future state. How greatly it becomes us, therefore, to live a life of readiness, to "accept the conditions of life," in the words of Stevenson, "with some heroic readiness."—Ex.

A traveller passed the great Tolstoi once, ploughing corn in the field. He accosted him thus: "What would you do, Count Tolstoi did you know for a truth that today would be your last day upon earth." "Plough corn!" was his reply, and turning to his horse exclaimed "Gitup!"

In his speech at Gaspe, and again in Quebec City, Premier Taschereau struck a note of patriotism that encompassed much more than his own province and people. "All the cherished things Quebec inherited from France would have been impossible to retain had it not been for Great Britain—a generous protector. This is the explanation of the French-Canadian's unswerving allegiance to the British Crown and of the entente cordiale which existed here between the two races which share Quebec long before King Edward VII cemented it." These are the words and sentiments of a man who, born to the purple, a Grand Seigneur, yet knows the heart and mind of Quebec, of one whose abilities and achievements are respected by all Canadians.—Ottawa Journal.

Sir Norman Angell would like to know whether anyone ever really reads books, or rather, whether anyone ever reads books with a real desire to get at the author's meaning. Doubt on this point, he stated recenty, had been bred in him because, after writing a book twenty-seven years ago to prove that any modern war must be futile, he still receives press clippings in which it is alleged that in the "Great Illusion" he argued that a modern war was impossible. He added that he had offered a cash prize to anyone who could point to any passage in the book putting forward such a thesis. But, though no one has ever come forward to claim the prize, the mis-statements still go on.—Winnipeg Tribune.

That Body of Yours

By James W. Barton, M.D.

THE USUAL SYMPTOMS OF ANGINA PECTORIS

"The term angina pectoris should be confined to a strangling or pressing sensation (not a stabbing pain or an ache) under the breast bone, occurring from time to time, as the result of exertion, excitement or other stimulus, and passing away again in a few minutes by rest or the use of nitrates (drugs.)"

I am quoting from an article by Dr. P. D. White in the Annals of Internal Medicine. He states that the pain in practically all cases is under the breast bone; very rarely in the region of the heart itself. It occurs most readily in persons who are extremely nervous.

Some of the other symptoms that may be present are (1) a feeling of numbness, (2) patients sits or stands motionless and hardly dares to breathe, yet there is no real breathlessness, (3) the face is pale or livid and the forehead wet with perspiration.

Usually there will be some organic condition found by the physician that is causing the attacks—hardening of the arteries, spasm of the arteries, or trouble in the big blood vessel into which the blood is pumped from the heart to go to all parts of the body, including of course the heart muscle itself. Something interferes or prevents the flow of blood into these small bloodvessels supplying the walls of the heart. Yet in one-fifth of all cases no trouble or abnormality of the heart or circulation can be found.

During the attack rest in the sitting position is the first thought; in fact the patient fears to move. The special drug is nitroglyerine 1/100 of a grain. Amyinitrite enclosed in a fine glass globule may be crushed in a handkerchief or in cotton placed in the bottom of a glass tumbler and the patient inhales or breathes it into the lungs. However treatment between attacks is the important point. Rest stands first. Next comes "moderation" in everything—food, mental work, exercise.

The bowels must be kept active and in these cases the use of small but regular doses of Epsom or Rochelle salts is thought advisable.

Any infection—teeth, tonsils, gall bladder, sinus, intestine—should be looked for and if present removed.

Nitroglycerine should always be carried by the patient as it means "safety."

"A healthy optimistic attitude of mind must be maintained constantly by the doctor and thus the patient is likely to be kept in this frame of mind also."

The Poets' Corner

OLD CROW

The bird in the corn
Is a marvellous crow.
He was laid and was born
In the season of snow;
And he chants his old catches
Like a ghost under hatches

He comes from the shades
Of his wood very early,
And works in the blades
Of the wheat and the barley.
And he's happy, although
He's a grumbleton crow.

The larks have devices
For sunny delight,
And the sheep in their fleeces
Are woolly and white;
But these are the scorn
Of the bird in the corn.

And morning goes by,
And still he is there,
Till a rose in the sky
Calls him back to his lair
In the boughs where the gloon
Is a part of his plume.

But the boy in the lane
With his gun, by-and-by,
To the heart of the grain
Will narrowly spy,
And the twilight will come,
And no crow will fly home.

—John Drinkwater.

Bankrupts And Battleships

(Sir Archibald Hurd in The Spectator)

A new race in naval armaments has begun in circumstances which would move men to incredulous laughter in a normal world, in which respect was paid to economic considerations. As it is, this renewed competition is a matter rather for tears when regarded as a sequel to the Disarmament Conference at Geneva, and as a prelude to next year's Naval Conference. For the countries which are taking the lead in this contest of tons and guns not only have deficits on their national budgets, but protest to the world that they are so poor that they cannot pay their acknowledged external debts, a legacy from the Great War. Germany, France and Italy are the three countries which have brought the "battleship holiday" to an end by starting to rebuild their battle fleets.

In order to appreciate the significance of the new situation, it is necessary to glance back to the end of the Great War, when the British Admiralty declared that the submarine had been "mastered." It proposed, in the interests of humanity and economy, that the construction of such vessels should be banned by international agreement. The suggestion was rejected at Washington almost with contempt. It was declared by the other delegates, in so many words, that the Germans had proved that, of all ships of war, submarines were so effective that no battleship could remain afloat for any length of time in the next war; they were the chief weapon of the weaker Powers. Moreover, it was asked, "What is the good of having such slow moving ships, with vulnerable hulls, since the bombing aeroplane could sink them out of hand?" So, although under the Washington Treaty of 1921, France and Italy had liberty to build such battleships as would enable them to maintain their ratio of 1.75, not a single keel was laid in either country. Attention was concentrated on destroyers and submarines, vessels relying on the torpedo rather than the gun. France now has 73 destroyers, and 94 submarines, with 8 destroyers and 15 submarines building; Italy has 94 destroyers and 43 submarines, and has 4 destroyers and 22 submarines building. (Fleets of the British Commnwealth of Nations and Foreign Countries, 1934.) In combination, these two Mediterranean Powers could place in commission at any time next year 353—say 300—of these mosquito craft, while the number owned by the other Mediterranean Power, ourselves, will be 222 or, in round numbers 200, for service in all parts of the world.

Then a dramatic change occurred. When Germany surrendered to the Allies her submarines as well as all her surface craft, except six small and out-of-date battleships and a few cruisers and destroyers, it was agreed that she might replace the battleships when they were worn out with modern vessels. The only stipulation was that they should not exceed 10,000 tons each. It was assumed by "the torpedo fanatics" that Germany would not take advantage of this liberty, and for two reasons. In the first place, the intrepid German crews, it was said, had proved that the submarine was supreme, and, in the second place, Germany was in such economic distress that she could not in any event, afford the luxury of new battleships. It came, therefore, as a shock to the French and Italian Admiralties when the Germans laid the keel of the first of four "pocket battleships" of 26 knots, far more costly, ton for ton, than any men-of-war ever built by the richest and most ambitious naval Power. The Germans by this action undermined the whole technical basis on which the post-War policy of construction had rested in France and Italy. The whole situation had to be examined afresh.

In due course the naval authorities in Paris came to the conclusion that the French Navy must also have new battleships. Nor was that all. Since the German ships were of 10,000 tons, the French battleships must be larger, more heavily armed and armoured, and of much higher speed. So the 'Dunkerque' was duly laid down, a vessel of 26,500 tons, with a speed of 30 knots. What was Italy to do? As a matter of prestige, apart from all technical considerations, she also had to have modern battleships, otherwise France would have an advantage over her in the Mediterranean. France having replied to Germany, Italy in due course replied to France with a ship of 35,000 tons. In the competition in armaments it is an inflexible rule that each country must go one better than its neighbour.

In this way the "battleship holiday" has already come to an end, though the Naval Conference is still a long way ahead. Six modern battleships are built or building in Germany, France and Italy, and the problem of the design of other vessels of this type is occupying the minds of the other Admiralties of the world. The plea of the British naval delegates at the London Naval Conference, reaffirmed at Geneva, in favour of smaller and cheaper battleships—vessels of not more than 25,000 tons—has been ignored. It is as though it had never been made. Nor is there any indication that the built of the people of France and Italy object, any more than do those of Germany, to paying the price to be exacted of them. They are satisfied with the assurance that nothing is being done which contravenes the provisions of the Washington and London Treaties. For the rest, Frenchmen at any rate are gratified by the boast of their Minister of Marine, that with one capital ship building and another authorized, the French delegates at the coming Conference will have "all the trumps in their hands." Presumably the Italian delegates, in the knowledge that their country is pledged to lay down even larger battleships, will be supported by a confidence at least as well founded.

In these circumstances little, as far as battleships are concerned is to be expected from the forthcoming Naval Conference. The controversy as to displacement has been closed. The Americans intend to begin ships of 35,000 tons and other Powers will certainly not lay down anything of small size and, therefore, of less fighting power. And though the British and American Governments will no doubt agree on preserving the conditions of parity established by the Washington Treaty, Japan has let it be known that she is dissatisfied with her present ratio; France and Italy, now that they have entered on a battleship race, will stand out for a much higher ratio than they were given in 1921. So far as battleships are concerned, the principal Naval Powers are entering on a renewed competition in vessels of this type, each of which will cost from £6,000,000 to £7,000,000; the pride of the British Navy in the early years of this century, the 'King Edward VII,' was built for less than £1,500,000. The struggle may be regulated to some extent, but it cannot be stopped. The pleas in favour of smaller and cheaper vessels, such as Admiral Sir Herbert Richmond and other naval officers have recommended, have been rejected. No nation would have been any the weaker at sea if some such displacement limit as was imposed on Germany had been generally adopted. That is the irony of the situation from the taxpayers' point of view. Any regulation of tonnage in their interests had to be of universal application to be effective, and, failing such agreement, there is obviously no altrenative to the rebuilding of the battle fleets at a cost far exceeding any sum hitherto spent on naval armaments.

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.

FERTILIZERS AND THE P. G. ASSOCIATION

Sir,—One million dollars is a considerable sum of money under any form of government. We learn that this amount was saved to the farmers of this province by the adroit financing of the Potato Growers' Association. This is a notable achievement and worthy of the highest commendation. Yet it will be, and is a fair subject for the closest scrutiny. No explanation that I have seen shows clearly and conclusively how the feat was done. The association must be able to get its fertilizer cheaper than other buyers or if not it must sell to the farmers at much lower profit or no profit at all or the quality of the fertilizer is inferior and therefore cheaper. To get it cheaper at the source of supply than other importers they would have to buy on an immense scale—mass buying. Do they make such huge purchases that they get big discounts? Are they far bigger buyers for instance than the farmers of Ontario? If not I don't see how they can get the product cheaper. Certainly not because they bear the euphonious name of Potato Growers Association. To an exporter a rose by any other name would smell as sweet. I conclude therefore they cannot buy cheaper than their competitors. If they cannot buy cheaper than others the only way the farmers can be favored is by the elimination of profit on the part of the Association and this cut in profit must be considerable. But I take it that it is quite in accordance with the first principles of the association that no profit should be made at the expense of the members themselves. They never organized for the purpose of paying profits to themselves out of their own pockets. If therefore the management sells to the members without a profit said management is entitled to no credit whatever because no other course would be tolerated. But there is this phase to be considered. Do other dealers supply the farmers at as cheap a rate? And if they do, do they make a profit? Or are they selling fertilizer as a form of amusement or so fond of the farmers that they expect no profit? Both of these alternatives may be summarily dismissed and we may take it that they sell for the same price as the Association and at the same time they make a profit, and this view puts the association in a position of no great altitude. If my assumption is correct and I don't say it is the Association is entitled to no medals whatever and should receive none. As to the Ontario dealer, his geographical position is against him, because most fertilizer being sea borne, any place far from the seaboard labors under a distinct disadvantage, freight charges by water being very much cheaper than by land. On the other hand, if the dealers in Ontario exploit the farmers by huge profits then Senator Hughes' request for a Royal Commission is amply justified. The whole fertilizer question is a matter of public interest and concern as much so as the boot and shoe industry, the manufacture of clothing, sweat shops, price spreads, and what not. I apologize for the space I have taken. In my next I shall take up the natural history of commissions.

I am, Sir, etc.,
CHAS. S. MacDONALD,
Hopefield.

MR. DYAL'S REPLY

Sir,—In reading over correspondence of Senator J. J. Hughes, in the Charlottetown Guardian of September 7th, I notice my name quoted, and we, (The Dyal Produce Corporation) think best to state to the citizens of Prince Edward Island the facts in two transactions, which facts can be corroborated by one of your outstanding citizens.

This is the first time (and I hope it will be the last time) that I will ever write answering correspondence through a paper. The Dyal Produce Corporation had one business transaction with The J. J. Hughes Company, of Souris, and this transaction was conducted by me, in person, with J. J. Hughes, in person, while we both were living at the Queen Hotel, in Charlottetown.

Usually, at the breakfast table, Mr. Hughes would discuss the potato situation and the shipping of potatoes, to the States and Cuba, and the prices. He finally admitted that he had an order for a North Port in Cuba, for 8,000 bags, but could get no Steamship Company to carry the potatoes for him and he asked if I would allow him to ship on my steamer. I knew that he had had this order for approximately a month and had been unable to ship it, not being able to charter a steamer carrying so small a quantity. Due to an agreement with the buyers in Cuba, I was unable to allow Mr. Hughes to ship in his name, but I finally agreed to take over his orders and ship them in the name of The Dyal Produce Corporation, and give him the profit of $500.00. Mr. Hughes stated that he had the potatoes bought and assembled, for the orders, and had no outlet for that quantity. Mr. Hughes was so insistent and so convincing in his talk that I agreed to take his potatoes at the market price that day. This was on a Thursday, at lunch time, and right after lunch, we went to the Royal Bank of Canada, the two of us, and sat at Mr. Hyndman's desk, (of The Royal Bank of Canada) and completed the agreement, whereby The Royal Bank of Canada was to pay to J. J. Hughes, when the Bills of Lading and all documents were turned over to the Bank, $500:00, and credit the balance to The Dyal Corporation's account. Our steamer was to start loading the following Monday and sail Thursday.

Mr. Hughes went home on Friday night (as he usually did) and I did not see him until Monday noon, when we ate together at the Queen Hotel. He told me then that when he got home, his Company had sold out most of the 8,000 bags of potatoes which he had sold me on the previous Thursday, and said, "anyway, you can get the potatoes from the Potato Growers' Association." This gave me only two days to buy and load the potatoes. The market had advanced 10c per 90 pound bag from Thursday, noon, until Monday morning.

Out of the 8,000 bags, the J. J. Hughes Company shipped three cars of 400 each to Charlottetown. One of these cars was in old second hand fertilizer bags and had to be re-bagged at Charlottetown, at the expense of The Dyal Produce Corporation. I bought the potatoes from the Potato Growers' Association and paid them the advanced price and completed the deal. The Royal Bank of Canada paid J. J. Hughes $500.00.

In reference to the alleged loss because of the connection it had with a man named Dyal, in New York, I would refer to one transaction in Prince Edward Island, as follows:—

When I arrived at Charlottetown the first half of October, the market was quite low. The dealers of Prince Edward Island had sold to Cuba, one cargo of 40,000 bags of potatoes for $1.40 F. A. S. Steamer, Charlottetown. From this price, had to be taken the cost of the bags, cost of assembling, and the profit to the dealers, to arrive at the price paid the farmer. I arrived on the noon train and before five o'clock that afternoon, I fixed a price of $1.75 to the farmers and dealers, delivered steamer, buying a total of 100,000 bags and shipping them to Cuba within ten days. The entire lot was paid for to the entire satisfaction of everyone who sold us. As soon as my steamer was loaded and sailed, the price dropped 50c per 90 pound bag.

All of our transactions were handled by the Royal Bank of Canada and these two can be corroborated by consulting Mr. Hyndman, of the Royal Bank of Canada.

If anyone can conceive of how Dyal lost money for the farmers and dealers at Prince Edward Island, I would like to have some concrete evidence. I personally am in Prince Edward Island for several years and still feel that I have some good friends there amongst the farmers and dealers.

I am Sir, etc.
LEROY DYAL
President.

Snobbery And Art

(Ottawa Journal)

Mr. Bernard Shaw remarked once that if the late Sir Edward Elgar had been born in Germany the British music public would have acclaimed him long before it did. The observation is recalled by Sir Henry Wood's disclosure of how for five years he has been hoodwinking British music-lovers. Noting how the public went into ecstasies over compositions by foreigners, Sir Henry produced in 1929 Bach's organ toccato and fugue, transcribed for full orchestra by "the Russian Paul Klenovsky." It gained immediate success. All the critics and musicians, those good people who go into raptures about anything sung or played in Italian or German or Russian, the while being pained at the idea that anybody should be able to enjoy such a Piebian thing as a ballad in English, said it was just wonderful. Accordingly, it was performed at all the best concerts and was broadcast.

Sir Henry Wood now confesses that he wrote the score himself. Sometimes, he says, people ask for information about "Klenovsky," in which case he wrote this programme note: "Unfortunately the young man is dead. His transcription shows the hand of a master in every bar." That was enough.

Two years ago the literary world was greatly intrigued over an old manuscript, alleged to be by Dickens. The manuscript was submitted to numerous Dickens students, argued over mightily. Some said it bore unmistakably the Dickens touch; others said it was a fake. Finally, in the midst of the rumpus, it was pointed out that the manuscript was simply one of the chapters from the Pickwick Papers.

In music, as in literature, there is a frightful lot of snobbery—and of fraud.

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