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

THURSDAY, JANUARY 24, 1946

Farm Price Stabilization

Fear has been expressed by President Hannam of the Canadian Federation of Agriculture regarding the danger of maintaining farmers on a permanently subsidized basis. It is not sufficiently recognized, he points out, that without Federal subsidies initiated during wartime, butter would cost Canadian consumers eight cents more a pound, bread two cents more a loaf and milk three cents more a quart. There is doubt whether proposed floor prices for farm products would be placed high enough to equalize these figures, which are based on production costs.

By an Act passed in the House of Commons July 31, 1944, a revolving fund of $200,000,000 was created to finance operations in support of agricultural prices during the transition from war to peace. The purpose of this Act was to carry out the King Government's promise "to ensure economic stability for agriculture." It created an Agricultural Prices Support Board, empowered—with the approval of the Governor-in-Council—to prescribe prices and make deferential payments equal to the amount by which the average selling price of a designated product fell below the established price.

President Hannam points out that this was a temporary arrangement and could by no means be regarded as forming a satisfactory solution to the farm prices problem. What is needed, he emphasizes, is a long term policy of farm production and marketing which will mean "equity and security" for the Canadian farmer. The King Government has failed to formulate such a policy, and in consequence our farmers are left with no assurance as to how their prices are to be restored to a fair exchange position with prices of the things they have to buy.

As far back as July, 1944, this same point was stressed in a brief presented by the Canadian Federation of Agriculture to the special Parliamentary committee on reconstruction and re-establishment. "The very core of any reconstruction program for agriculture," it was stated, "must be carefully planned measures, designed not merely to stabilize farm prices, but to support the general farm price level and maintain it in proper relationship with other price levels and other elements of our national economy."

This would seem to be elementary but apparently its importance has not yet been grasped at Ottawa. It was summed up in one clear-cut sentence by Hon. John Bracken back in October, 1943, when he said: "There should not be ceilings on farm prices to prevent inflation in wartime, without price floors to prevent deflation in peace time."

Ottawa failed our farmers in another way, namely, in not giving proper publicity to the fact that the subsidies it was paying on farm products were not for the benefit of the farmers, but of the consuming public. As a consequence there is still a great deal of misunderstanding with regard to these subsidy payments.

Sir Josiah Stamp is authority for the statement that "for over 100 years consumers have been paid less than the cost of production for the food they ate." There is no excuse, however, for failing to find ways and means of correcting this condition of unbalance in our Canadian economy, and of establishing those engaged in agriculture on a par economically with other major groups in the nation. This is all our farm organizations are asking.

In the words of the Federation brief of 1944 to the House of Commons committee: "Above all else, in the post-war years, we must make it possible for young farmers to establish farms and homes for themselves without having to assume a life-long struggle under a spirit-crushing burden of debt."

N.Y. Times Pays Tribute

If the New York *Times* expresses American opinion, then for Americans the name and works of Winston Churchill have lost none of their lustre since the dark and bright days of the recent conflict. In welcoming Britain's wartime Prime Minister to the United States, the *Times* offers the following magnificent tribute:

"Winston Churchill has come to the United States under very different circumstances from those of his last visit. Then he came to Washington as the dynamic war leader of a fighting Empire to plan with President Roosevelt the death blow which Germany was to receive on the Norman beaches. Now, stripped of his world leadership, but still the leader of His Majesty's loyal Opposition, he arrives as a private citizen to rest from the toil of the war years. In the heart of America he remains the living symbol of humanity's victory over the dark forces of the pit.

"As we look back to the days when Britain stood alone against the Axis Mr. Churchill assumes heroic proportions. Perhaps no man of his time could have brought England so resolutely to the test. Certainly no other man did. Steeled by a will tempered through generations of resistance to tyranny, he possessed the magic gift of immortal words. We know now that he spoke both for the desperate moment and for the ages. His voice inspired not only his own nation but ours as well. He is part of the American heritage.

"We wish him a good rest and all the sunshine of which Florida is capable. He will have a chance now to recuperate from labors that would have laid low a less sturdy figure, perhaps add something to his memoirs, and putter around with his painting. But none will forget how short a while ago he was painting on the broad canvas of time with brushes of comet's hair. As long as he lives and wherever he goes Winston Churchill will trail the mantle worn only by the authentic great."

Our Biggest Problem

The emphasis placed on transportation improvements at the annual meeting of the Summerside Board of Trade will, it is hoped, be duly noted by the authorities. The retiring president, Mr. Baker, referred optimistically to the prospect of obtaining a reduction of truck rates on the Borden ferry. This matter was strongly pressed by the Board during the year, and there is reason to believe that an adjustment will be made shortly.

The whole question of transportation, as Mr. Baker pointed out, is not one for consideration by the Canadian National Railway, or even by the Department of Transport alone. It rests squarely upon Parliament to fulfill its obligations to this Province under the terms of Confederation. Unfortunately in the past our Federal representatives have not always kept this basic fact in mind, but preferred to "soft-pedal" our grievances, even to the extent of criticising members from other provinces who dared to speak on our behalf. This condition, happily, no longer obtains, as was evidenced by the reports of the last parliamentary session. The change has been welcomed by all who are genuinely concerned about Island problems.

The Summerside Board of Trade is a wide-awake, aggressive organization. It usually gets what it goes after, and it is to be hoped it will continue its worthwhile efforts to improve transportation conditions in its community and the Province in general.

—EDITORIAL NOTES—

Mrs. Winston Churchill on arrival at Miami, expressed a longing to see a fresh laid egg, having had to be satisfied with powdered eggs while in England. Next morning, starting at 9 A. M., no fewer than four dozen newly laid eggs reached her breakfast table from outside Miami.

* * * *

Tomorrow Burns' birthday which will be suitably celebrated in the city by the grand concert and entertainment in P. W. C. Hall tonight and tomorrow night under the direction of Mr. J. A. Lawson and Mrs. Holl Trainor.

* * * *

Reports from Europe and Asia reveal that tuberculosis is on the rampage in many of the Nazi-occupied countries. This is a disease which recognizes no frontiers. The war is over, but there remains this enemy at home which will not be defeated until the last germ is dead. Tuberculosis killed nearly 6,000 Canadians last year.

* * * *

"Our solution of the Tax problem, which we believe might be adopted, (says *The Letter-Review*), has always been a compromise. At least for the time being, the Dominion and the Provinces should agree on a uniform assessment and collection of taxation, carried out through one agency, while leaving Social Security expenditures to be administered, in each Province, by the Province. Admittedly this is not a permanent or perfect solution, but it is all that may be obtained at present.

* * * *

The Canadian Dairy Farmers Association in annual convention at Niagara Falls agreed on a statement of policy asking an increase of four cents a pound in the floor price of butter in order to stimulate production. The statement said that the association supported the declaration by Agriculture Minister Gardiner during the agricultural conference at Ottawa last month that agricultural prices would be maintained provided the cost of commodities to the farmer remained the same.

* * * *

It is announced that Sir Ravner Goddard has been appointed Lord Chief Justice of England in succession to Viscount Caldecote who has resigned owing to health. The latter is seventy years old while his successor is sixty-nine. Lord Caldecote is an old-time politician, having been a member of Parliament since 1918, and in successive ministries, including that of Lord Chancellor in the War Cabinet in 1939, from which he was appointed Lord Chief Justice the following year. His successor, on the other hand, has had no parliamentary experience having been successively recorder, Judge in King's Bench Division, and a Lord of Appeal since 1938.

* * * *

The Battle of the Dogger Bank this date, 1915; the German Atlantic fleet, under Admiral von Ingenohl, attempted to blockade Britain to prevent, as far as possible, commodities of any kind reaching or leaving there. The attempt to "starve England into submission" failed; instead it laid the foundations for measures to be taken under Lord Fisher to drive the German fleet to cover. Subsequently Mr. Arthur Balfour, in a letter to an American correspondent explained the policy pursued as follows:

"If anyone desires to know whether the British fleet has during the last year proved itself worthy of its tradition, there is a very simple method of arriving at the truth. There are seven, and only seven, functions which a fleet can perform:

"It may drive the enemy's commerce off the seas.

"It may protect its own commerce.

"It may render the enemy's fleet impotent.

"It may make the transfer of enemy troops across the sea impossible, whether for attack or defence.

"It may transfer its own troops where it will.

"It may secure their supplies, and (in fitting circumstances) it may assist their operations.

"All these functions have been successfully performed by the British fleet."

Notes By The Way

The New York Sun even has a wisecrack about the rumored atomic bomb by Russia. That paper says that it certainly must be powerful when the first report of it is heard in Ireland. —Stratford Beacon-Herald.

"Birth and breeding may count for much, but they cannot always be trusted to produce gentlemen, according to modern ideas," says the Guelph Mercury. By the way, just what is a gentleman, according to modern ideas? —Brantford Expositor.

Laszlo Bardossy, former Hungarian Prime Minister who led his country into the war beside Germany, was shot last week as a traitor. He was that, despite his reactionary beliefs. He was also a fool, since he should have been able in the light of past experience, to see that Hungarian alliance with Germany could only bring grief and woe to Hungary. —Brampton Expositor.

The shadows are closing in on Francisco Franco and his Fascist-type Spanish dictatorship. To be sure, he has not yet given up the rule of Spain that was handed him by Benito Mussolini and Adolf Hitler in the days of their triumph, nor does he show any signs of being disposed to do so. But both his once-powerful protectors are gone. The political theory they represented—and he copied—lies shattered among the ruins of the Axis. And the toleration accorded him by the Western Allies is obviously running short.. Night must fall for Franco, before there can be the dawn of a new day for Spain. —Kansas City Times.

While there is a certain persuasiveness in the president's appeal for some congressional action, the fact remains that he himself will have to do more fundamental thinking on basic issues if the opening rift between the Capitol and the White House is to be closed. Harmonious relations in politics are not to be brought about simply by asking people to write to their congressmen. Harmonious relations are resolved by men who have thought their way through them to find acceptable grounds for compromise within the framework of our system. — Baltimore Sun.

Only by actually working on real jobs is developed that essential attitude toward work and life Schools cannot inculcate the loyalty to standards of quality, the respect for the work, which comes from personal association with older men whose skilled hands and fund of experience alone can awaken in youth the ideals of craftsmanship. A revived system of apprenticeships is a solution for the scarcity of skilled workers. It is also a solution for the discontent and irresponsibility which are so often deplored in the young people of today. —Toronto Globe and Mail.

One of the stories that is going the rounds in Canada in this age of rumors is that British war brides don't like Canada and want to go home. About 9,000 British girls came to Canada in the last three years after marrying our soldiers. Only 29 have applied for a return passage to Britain. Most of the war brides evidently still love their husbands and like their new country. In fact, everybody is happy about the whole thing, and no wonder. Could there be any better husbands than Canadian soldiers? With all our troubles is there any country right now which offers a better chance for the happiness of a young family? —Vancouver Sun.

Nearly every day now comes a story of a successful or attempted holdup in which was used one of those plastic revolvers. Having a lot of war "souvenirs" around is bad enough—in the cities, too, many of these have already got into the hands of the criminal element—without having the kiddies stores selling all too realistic "toys." To the startled citizen who has a "gun" poked at him unexpectedly, there isn't much chance to being cool and casually taking the time to see whether it's the real McCoy or just a plaything. The natural thought is one of wonderment: "How can I get rid of that thing fast before it goes off in my direction?" Here's a case where private industry should anticipate government action — and cease making and selling these things.—New Glasgow News.

Why is it that Britain seems to be taking its reconstruction period with far less gaiety and initiative and good spirits than many European countries who have suffered considerably more? I think the essential difference in atmosphere between it and the other countries of Europe is the lack of progress in Britain. Controls are as tight as ever. Food worse. The Black Market is worse. Life is no longer even exciting. One could hardly expect the country to look attractive to any one coming from abroad. But after travelling round for a week you begin to wonder if it is really not possible for the Government to do more. A building started here, a control relaxed there, a touch of paint, a smartly fulfilled promise, a little concession to relieve the drudgery of life. Britain has been deprived too long of luxuries —and, from the point of view of morale, luxuries are most important.—From the London Daily Mail.

The five-day limit on rooms remains in effect at some hotels here. Recently an actor was curtly told by Congress hotel management that his five days were up and he'd have to vacate in 10 minutes to make the 3 p.m. checkout time. After calling frantically the actor dug up a last-minute reservation at the Stevens, threw his clothes into a grip and dashed out. Upon arrival at the Stevens he discovered that several shirts had been left behind and he returned to Congress. With the clerk's permission he went to the room to pick up the forgotten shirts. The new occupant handed them over, for which the actor thanked him, and explained the situation. New occupant grinned and replied, "So funny, I just got tossed out of the Stevens." —Variety.

Joseph Henry Jackson of San Francisco has invented a new game—the idea is to think up fictitious place names that go with abbreviations of state names. For instance: Shapeless, Mass.; Oolo, La.; and Goodness, Me. Pennsylvania offers a rich variety, ranging from Poison, Penn., to Grandpa, Pa. These days someone was bound to think of Income Tex. Of those about Illinois Mr. Jackson awards first place to Deathly, Ill. He's fond of Hittor, Miss., and Praise, Ala. We like Proan, Conn.; Coco Cool.; Either, Ore.; Rockand, R.I., and Farmerina, Del. These, however, go too far for us: Montmore, N.C.; Apples, Ida.; Squee, Mich. For the culture minded, there is Paderoffs, Ky., and Turge, Nev. And then there is always that model of simplicity: Bee, O.—The Pleasure of Publishing.

"NERVES" She Called It

Losing interest—losing friends—she never went out any more—always too tired. "Nerves", she thought—but it was her kidneys—the filters of her blood—that needed attention. She used Dodd's Kidney Pills at once. The improved action of her kidneys helped to clear away blood impurities and excess acids. Fatigue, backache, headache, lack of energy disappeared. Dodd's Kidney Pills contain essential oils and medicinal ingredients that act directly upon the kidneys—and help restore their normal action. 144

PUBLIC FORUM

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

FIRST CATHOLIC CHURCH

Sir,— For the sake of historical accuracy, permit me to refer to a short item appearing in yesterday's Editorial Notes.

The reference is to St Andrew's as one of the "sign posts" in the history of the Province, and with which was associated "the first Catholic settlers." I take it for granted that the "memorial" referred to is the Celtic Cross erected at Scotchfort on July 19, 1922, in commemoration of the first Scottish Catholic emigrants to Prince Edward Island.

To say that these were the first Catholic settlers of this Province is not correct. In fact the French Acadians who were all Catholics had settled in Prince Edward Island more than fifty years before the Scottish Catholics arrived in 1772. In 1720 French Catholics built the first Christian church in this Province and dedicated it to Saint John the Evangelist. This church was situated at Port-la-Joie, now Rocky Point. By the year 1752 there were established in this Province by French Catholics no less than five churches, each of which had a resident pastor, and the one at Scotchfort, then called St. Louis du Nord'est, even had an assistant pastor. It is true that all these were destroyed and all the people were deported in 1758, but the fact remains that there were at least 4,000 French Catholic settlers in this Province fifteen years before the good ship Alexander glided up the Hillsboro River to land the first Scottish Catholic settlers at "The Portage."

I am, Sir, etc.,

OBSERVER

BRIGHTON BRIDGE

Sir,—Much has been said and written within recent times regarding the Brighton Bridge project. During the last Federal election campaign, representatives of all three political parties offering for election in Queens County prominently featured this public utility as a post war project. Engineers braved the blasts of the river ice and suffered cold feet in an effort to conduct investigations in order to decide the proper location of this structure. Promises were definitely made that the Brighton Bridge would become a reality, and there was no jarring voice heard, either federally or provincially against the proposal. Most definitely the electors were lead to believe that post war projects would involve the construction of this important transportation link.

Since the election, however, a strange silence has emanated from the ranks of those who formerly were loudly fulminating over the importance of this structure. Strange whispers are now heard that provincial authorities who were among the former Bridge enthusiasts, and who had championed its need and feasibility have become divided on this matter. Some contend that petty jealousies have arisen and have become an impediment to the cause. Strange arguments are advanced. The cost which previously was not seriously considered has now developed into a terror provoking obstacle, apparently the only one of many costly projects being undertaken that has assumed such dismaying proportions. It has also been stated too that Brighton Bridge, if constructed would bring very little in the form of labor or value to this province, but that these would really go to Upper Canadian interests. That these arguments are unsound must be quite obvious to any thinking person.

Let us now look on this project from a common sense standpoint, first labor and supplies:—A great measure of the construction of this Bridge would be on the long flats from the Brighton and North River shores. Island lumber, clay, stone and labor would be employed in this respect. In addition much of the labor needed on the abutments and cement work would be Island labor. True, the steel would be constructed in other provinces, but in almost any form of construction connected with permanent roads, farm machinery or other developments, materials must be imported. We might as well argue that because grain binders are manufactured in Ontario we should have our local blacksmiths beat out scythes and pruning hooks to harvest our grain crops.

The Bridge project would employ large numbers of our own idle men who are now being directed to other provinces for employment, possibly on the Strait of Canso project which is being vigorously supported as a part of a post war program.

2. **The Need:**—A bridge at Brighton would bring the people on the south side eight miles of a round trip nearer Charlottetown and shorten the return distance to Borden by the same distance. In due course a second span across the West River would do away with present unsatisfactory service at Rocky Point and connect the South Shore directly with Charlottetown, doing away with a round trip of from 20 to 40 miles at certain seasons of the year. These improvements in transportation would open up great possibilities in a section of this province seriously handicapped and would leave an opportunity for a growing city to expand its suburbs to delightful river locations.

3. **Costs:**—No doubt the cost of the Brighton Bridge would be a considerable item. An elaborate structure, however, is not necessary, but rather one of sound engineering strength suitable to the needs of all concerned, in which case the cost would be below the present estimate. In any event, a bridge suitable to modern needs must be constructed. If the old Bridge further up the river were enlarged to accommodate the needs of the future, and the low lands at Poplar Island raised and made into a permanent causeway, the total cost would cover a great proportion of the cost of the new structure.

4. **The value to the city and tourist trade:**—There is not a more beautiful drive into any city in Canada than when coming down through the Bonshaw hills to the North River and into Brighton. The impressions gained by our visitors would do much to influence their return. Surely the capital city of this Province (and the Province generally) is entitled to this structure at its very gates.

5. **Snow Hazards:**—There should be no obstacle placed in the way of improved highways on the long route round to Cornwall, but even with these the snow hazards on this road are high. The direct route from Cornwal: provides a winter road with little snow difficulty, while the approach from the town side would be kept cleared by civic authorities. Winter clearances then would be much easier maintained and with much less cost to the Government. The saving of mileage, the lesser cost of maintenance, the great service to our farmers, and all our citizens particularly from Borden east, the value as a post war labor project, must be important factors in making decisions. The difference in cost between this and the costs that would be inevitable in improving the longer route, must not be considered in terms of a short period, but as a structure that is to serve our province for generations to come.

A very commendable interest in this project has been taken by many of our public bodies. Let us then one and all give our full support to this project.

I am, Sir, etc.,

RURAL URBANITE.

The Wartime Story of Plastic Surgery

(Rainsford Mowlem in the BBC Overseas Short Wave Service)

I

Now that the war is finished and we won't be confronted with new and dreadful injuries inflicted by the latest discoveries of science, we can look back and see what advances we have made. I want to talk particularly about plastic surgery, the name given to that particular specialty which deals with injuries and losses of the soft tissue covering of our bodies. Of course advances in this field are not confined to it. They may often have arisen from some other special branch and they may be more important to others. That is as it should be, for no specialty is isloted, and each of them is directed, with the others, to the early and complete restoration of the patient to health.

So let me go back to the beginning. Just over six years ago, we were busy in the out-patient department and wards with the ordinary routine of treatment and teaching. We were dealing with familiar problems — babies with congenital defects, such as cleft lips and palates, or with any of the various deformities with which any one of us may have the misfortune to be born; children suffering from the accidents of youths; scalds and lacerations, and adults hurt by the machinery of their work places, by the traffic of our roads or by disease.

It was true that we had been asked by the Ministry of Health to choose country hospitals and to provide lists of the basic requirements needed to equip them as plastic surgery centres in case of war. We had done that, and yet, in spite of the inevitability of it all, I think we tried to believe that somehow the worst would not happen.

* * *

By midday of September 3rd it had happened, and by the afternoon of the same day most of us were out at the hospitals which for the next six years were to be our greatest worry. "We" were teams of surgeons, dental surgeons and anaesthetists, together with all those other people who make and run a hospital; the nurses, the radiographers, the bacteriologists and chemists, the masseuses and the cooks and porters.

The buildings were there, too, but they had been built to house patients suffering from mental disease and they did not have much in common with the sort of place in which we could be expected to cope with what was anticipated. We'd been warned that London would probably be bombed (that's why we were twenty miles out), and that we were to expect casualties on a scale that, had they materialized, would have been overwhelming; and there we were with the few instruments we'd brought with us and nowhere to use them. The next few weeks were a rush to transform our requisitioned buildings. We had the unstinted help of the original staff but it must have been very galling for them to see their hospital almost wrecked in an endeavour to try to fit it for its new purpose.

Temporary buildings were rushed up, to provide workshops for dental mechanics, saline baths for our burns and recreation rooms for convalescents. Beds were crammed into every available space and operating theatres were improvised of barbers' shops, bathrooms and sickrooms. Operating room lights were hurriedly manufactured and hung. Steam and water and gas was piped into all sorts of previously unexpected places, while all the time we waited for the siren which would herald the big raids on London. Fortunately it didn't come and so, before the end of September, we took in our first patients. They came from the waiting lists of our hospitals in town but their numbers were soon swelled by the inevitable casualties caused in army training. By the end of 1939, we had shaken down into teams and we had all our promised equipment.

* * *

The relatively quiet period continued well into 1940 and was a godsend in many ways because the new units were much bigger than our peacetime centres and so we had new colleagues and staff who were meeting for the first time. We soon learned each other's likes and dislikes, and worked out methods which would allow each of us the fullest possible scope without interference with the others. It will be pretty obvious that, say in the case of an extensive facial injury, the problem may well concern the brain surgeon and the eye surgeon as well as the dental surgeon and the plastic surgeon. Now during this time we helped in the training of teams of surgeons and dentists for the British, Australian, Canadian, South African and New Zealand armies as well as for the R.A.F. and the Navy. Later on, we met and exchanged experiences with many men from the United States of America.

The sort of injury with which we were confronted varied with the stages of the war and in each period we made some advances. The summer of 1940 brought the Battle of Britain and with it came the serious burns. Pilots were exposed to flaming petrol fanned by speeds of 300 m.p.h. Their hands and their faces bore the brunt of the damage and we soon found that our peacetime methods of burn treatment—which might well have been satisfactory for a scald—were useless. The familiar statement "One of our pilots is safe" was not much consolation if we could not rapidly carry his repair to a point that would let him get back into the air. Well, what we really learned was that there isn't any one method of treatment which is always the best. There isn't even one which is ideal the whole course of his recovery, and when that lesson was learned the problem became less complicated.

Of course we were given a much better chance of success by the work done by the resuscitation experts. They not only saved lives which otherwise would have been lost but they counteracted the shock of the lesser burns to such an extent that repairs could be commenced much earlier than had ever before been possible.

(To Be Continued)

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