

Argicultural Questions

Prince Edward Islanders have been told so often that this Province lacks natural resources on which to build a sound economy that most of them seem to believe it. At least, that is the inference to be gathered from many of the speeches delivered during the present session of the Legislature—provided that these speeches reflect popular opinion as they are generally thought to do. Yet, no presumption could be more invalid.

True, as far as oil and minerals are concerned, these, as far as is known, do not exist. They may be discovered later, or they may not. Certainly, it would be foolish to assume that they will be. But in the greatest natural resource of all, agricultural products, there are few areas of Canada more greatly blessed than this Island. And in fisheries which are next only to agriculture in world importance, it is by no means a depressed area. It would seem, therefore, only right and sensible that public attention be concentrated on these two great resources. (The tourist industry is important and could be made much more of if our transportation facilities were improved; but it is not a natural resource in the sense that agriculture and fisheries are natural resources.)

What is the actual situation? Not only are markets waiting for our farm products and fish; in New England, for example, where, according to an expert whom we quoted a few days ago, there is a "crying" need for Maritime products; but even here at home and in the Maritimes generally the supply of local products is not nearly equal to the demand. Hundreds of thousands of cans of peas, beans and every other vegetable that might be mentioned are brought to this Island annually. Indeed, as the Hon. Dougald McKinnon pointed out in the Legislature it is frequently difficult and sometimes impossible to find an Island grown product on the shelves of grocery stores; this, despite the fact that it has been proved scientifically and by the experience of farmers that these vegetables can be grown as well as anywhere else in the world—grown in large quantities, too.

Take beef and pork, large quantities of which have to be brought to the Maritimes annually. Is there one good reason why this Island should not be able to raise twice as many beef cattle as it is raising at the present time and as good in every way as the Western product? Again, the Province leads Canada in the high quality of hog culture. Why should it not take a high place in the numerical branch of production? What is there against it?

It may be that these short questions and observations could be riddled beyond recognition by an economist who has gone into the subject thoroughly. It may be. But surely, if the questions were faced with resolution there should come from them some sort of answer to our economic difficulties. One thing seems certain: the Maritimes in general and this Province in particular should be the last places on earth to have to import large quantities of farm products.

In The Fashion

Commenting on the large number of accidents which befall women in their homes and in industrial jobs, an expert in safety methods suggested that much improvement might be brought about if women could be persuaded that "it is fashionable to be safe." It sounds like a good suggestion. At any rate, there is good precedent for it. Back in the '90's and for some time in the present century, if one may believe the novelists and magazine writers of the period, it was considered de rigueur for women of fashion to swoon at the slightest provocation. Consequently, it became a popular practice; and at the height of the fad, any woman who did not fall helpless to the floor when under

temporary emotional stress—the unexpected arrival of a mouse, for example—was thought to be a bit of a freak: With the coming of female suffrage, however, and other evidences of equal rights, the habit was frowned upon as a sign of weakness. It, therefore, went out of fashion and is today virtually unknown.

Nor has the influence of fashion been confined to the female of the species. Even to this day no Englishman, regardless of his social standing, would think of fastening the last two buttons of his waistcoat, although he insists on having the unused gewgaws attached to the garment. Why? Simply out of respect to his late Majesty Edward the VII, who, having found as he grew in years and in girth that the fully-buttoned garment was uncomfortable, dispensed with the services of the tighteners. Whereupon, all stout men followed his example; and, of course, it wasn't long before all thin men had to adopt the practice or risk being considered out of the fashion. So it has been ever since. Only an English crank would go around "all buttoned up."

It might be well to try the fashionable approach in the treatment of other problems—excessive drinking and careless driving, just to mention two of the more serious ones. No one needs to be told of the influence which fashion exercises over this very grave social evil. It is the same with careless driving, another name for "taking a chance," which for some inexplicable reason is popularly associated with courage, whereas actually, of course, in this instance particularly, it is a mark of stupidity and lack of common sense. If a concerted and well advertised effort were made to attach real social stigma to both practices—in other words, to remove them from any sanction of fashion—perhaps the results would be better than those which law enforcement and safety programs have been able to produce. In any event, it's worth trying.

Our Bovine Friend

We have the impression that this classic appeared in these columns before. However, it is quoted recently from a U.S. Department of Agriculture bulletin and it is well worth reprinting: "The cow is a mobile, animated machine—housed in unprocessed leather. One end is equipped with a mower, grinder, and the other standard equipment, including bumpers, headlights, wing-flags and a foghorn. At the other end is a milk dispenser and insect repeller.

"Centrally located is a conversion plant consisting of a combination storage and fermentation vat, three converters in series and an intricate arrangement of conveyor tubes.

"This machine is also equipped with a central heating plant, pumping system and air conditioning.

"Although mysterious and secret, this plant is unpatented. It is available in various sizes, colors and output capacity ranges from 1 to 21 tons of milk a year.

EDITORIAL NOTES

An elephant, according to a report on the subject, can run as fast as 25 miles an hour. A rabbit can make 40 easily. So it isn't always the big fellow that runs ahead.

A horticultural expert says that the ideal temperature for the storage of potatoes is between 36 and 40 degrees. It is important, too, that they be stored in complete darkness. No doubt, all our farmers are aware of these things. Most of them have handled lots of potatoes in their time.

Wesleyan University, Middletown, Conn., is one hall of learning that does not fear competition. Its president has announced that from now on it will pay the tuition of sons and daughters of its employees and faculty to any college of their choice, provided only that the tuition is no higher than Wesleyan's own—\$800 a year.

A dispatch from Hong Kong says that Premier Nu of Burma has left China after spending 11 days with Premier Chou En-lai. By the way Chou has been trotting around for the last year or so, it comes as a surprise to hear that he was home for 11 days at one time. For that matter, Mr. Nu, too, seems to be abroad more often than he is at home. He seems to travel almost as much as Premier Smallwood.



NEW UMBRELLA

Another Lord Salisbury

Montreal Gazette

The fifth Marquess of Salisbury, who has resigned from the British Cabinet, not only belongs to a family long prominent in public life. His ancestor, the third Marquess of Salisbury, happened to be the Foreign Minister in the 1870's, when Britain was facing many of the same problems she does today.

Though the fifth Marquess of Salisbury has resigned over the Cyprus issue, his ancestor, as Foreign Secretary, was particularly concerned with the problem of Egypt. And that problem, it would seem, was amazingly modern in all essentials.

The Khedive, then occupying the place of Nasser, had also defied the Western powers. The third Marquess of Salisbury was of the opinion that such a situation admitted of no quick or simple solution. He advised that an Egyptian dictator could render himself relatively secure by the skill with which he might play with counterbalancing dangers. For he could hope that if any nation moved against him, other nations would threaten counter-moves. In this way he could balance the hazards, and enjoy something like immunity, no matter how provocative his policies might be.

Writing on March 23, 1879 Lord Salisbury said: "We cannot at present materially against the Khedive by occupying Egypt, and if we cannot do it ourselves, we certainly cannot allow France to do it alone. Consequently, if the Khedive were to pluck up heart and resist to the end, Her Majesty's Government would be simply helpless."

For this reason, he believed it was unwise to threaten the Khedive with measures that might not be carried out. Every time the Khedive survived a threat, his stature would grow.

Confronting Egypt with "an undefined error of what the European Powers might do" seemed to him a futile policy. "It is a very hazardous policy," he said, "to rely too much on fears which are the result of pure delusion...We are not strong enough to defy him. At least it is too hazardous a policy in the present explosive condition of the world."

Did this mean that there was nothing left to do? No, in Lord Salisbury's view, two things remained.

The first of these was to exert "moral influence" on the Khedive of Egypt. Concerning this influence, Lord Salisbury was very frank indeed. "Exercise," he wrote in 1879, "...the only form of control we have is what is called moral influence, which in practise is a combination of nonsense, obfuscation and worry."

What remained, then? In his view economic influence remained. Herein, he was convinced, lay the weakness of the Khedive. The hazards of extreme nationalism are the hazards of bankruptcy.

Lord Salisbury was writing: "My chief motive...was to push the Khedive a little nearer the edge: because until we get him thrown over, there will be no decent government in Egypt. But I am afraid some time will elapse before he is weak enough to be upset..."

Now, as then, the economic hazards of nationalism are proving the greatest.

Why should the problem today be so close to what it was in the days when the third Marquess of Salisbury puzzled over it? It is so much the same because the de-

mands made by any Egyptian dictator, with his personal rule, may be carried so far as to clash with the western powers in a waterway considered by them vital to their survival.

Lord Cromer, who has much to do with Egyptian negotiations in former times, put the enduring problem clearly. In seeking an adjustment, he said, "whatever plan be adopted will certainly prove a failure unless the general principle is recognized that personal rule, which must for a long time to come be the predominant feature in Egyptian administration, must in this instance be tempered to such an extent as to enable European opinion be brought into council."

The basis of a settlement of today's Suez problem could not be stated in more modern terms. If it is true that Nasser may be able to reject such a council, it is also true that he may be doing so only at the risk of stepping always a little nearer to the edge of bankruptcy. And from that bankruptcy such tolls as he may get from Suez cannot save him.

But the cautionary words of the third Marquess of Salisbury seem still very relevant: "But I am afraid some time will elapse before he is weak enough to be upset..."

OUR YESTERDAYS

From The Guardian Files

TWENTY-FIVE YEARS AGO (April 8, 1932)

Over twenty men have been employed during the winter months with the construction of the electric power line from Charlottetown to Montague begun last December first. The contract is held by Mr. Rankin MacLaine, and it is expected that the 26½ mile line will cost about \$33,000.

The Charlottetown Branch of the Canadian Legion has gone on record as strongly opposing the unfair discrimination of the Canadian National Railways against local citizens and particularly the returned men by laying them off at this time. The Branch also urged that work created on the Island can be done in Island shops by Island men.

TEN YEARS AGO (April 8, 1947)

Mr. John Arthur, Summerside business man, who has just returned from Montreal and Sorel where he had the opportunity of seeing the new car ferry, stated that he doubted if it would be ready before August. Official announcements have been to the effect that the boat would be ready to be delivered in June. Mr. Arthur considered a large amount of work yet remained to be done.

Teachers from all parts of the province arrived in the city yesterday to be in readiness for the opening session this morning of the Teachers' Federation Convention in the Auditorium of Prince of Wales College.

The Age Old Story

Better is a little with righteousness than great revenues without right.

The Poets Corner

WIND IS A WEAVER
Watch the wind with warp and wool
Busy on a grassy hill—
Doff as work in thatcher's roof,
Shuttling breezes mark their skill.

Wave by wave the meadow stirs
Underneath a practiced hand;
Through green fibers of the land.

Silver of the many blades
Blends with threads of varied hues;
Green runs dominant in shades
Bordering on liquid blues.

Here, in this tumultuous day,
Shifting moods design a sea;
Clouds in shadow chase their way
Printing wind on tapestry.

—William Vincent Stieler
in The Christian Science Monitor.

Medically Speaking

By Herman N. Bundesen, M.D.

DIABETES ISN'T RESULT OF TOO MANY SWEETS
Sweets don't cause diabetes. Eating a lot of candy, cake and other foods filled with sugar might add pounds to your weight, but it won't be a direct cause of diabetes.

It might, however, be a contributing factor. Too much weight isn't good for anybody. For those of you who are middle-aged, it is an especially dangerous burden.

AVOID OVEREATING
Thus, overeating any foods—especially those containing large amounts of starches or sweets—should be avoided. But sweets or sugars as such won't bring on diabetes.

The disease is caused by certain abnormalities of the pancreas, a digestive organ. It is a condition in which the body cannot use sugar.

All foods contain some sugar. When the body digests this sugar, it is changed into a form which is carried in the blood stream to the body tissues where it is used as food.

SUPPLIES INSULIN
Before the body cells can use this sugar, the pancreas must secrete a substance called insulin into the blood.

When insulin is lacking, you have diabetes. In such a case, the body cells cannot use the sugar and it accumulates in the blood and the urine.

The type of food a diabetic eats is extremely important. Sugars of course, are virtually banned. And since starchy foods like cereals, potatoes and macaroni are converted by digestion almost entirely into sugar, they also are limited in any diabetic diet.

By carefully following a prescribed diet, and using injections of prepared insulin, many diabetics can lead normal lives.

NOTES BY THE WAY

Kids are little people who are sent to bed when they're not sleepy and get up when they are.—London Free Press

can lead normal lives. While most patients will have to continue watching their diets and taking insulin for the rest of their lives, many elderly victims require only temporary doses of insulin.

QUESTION AND ANSWER
P.C.: What are the symptoms of diverticulitis and what can be done for it?

Answer: Diverticulitis of the intestine means that there are little pouches which have formed in the intestine. When these pouches become inflamed, the condition is called diverticulitis.

The exact cause is not known. Usually a bland diet and rest may prove helpful.

The president of a collecting agency association says "deaf beats" are known now as "chronic credit offenders." What with of being called "clerical assistants" and garbage collectors known as "sanitary officers" were going mighty hoity-toity nowadays.—St. Thomas Times-Journal

Anyone seen a girl wearing a poke bonnet and a hoop skirt, sitting on a hair cloth sofa? Well, the word from the Chicago automobile show is that black cars are starting to come back to fashion. A Green Sheet story foretold that ostrich plumes will be adorning women's hats again. And a customer in a Milwaukee clothing store found last week that his brand new suit came complete with vest—although vests have been "out" since World War II days.—Milwaukee Journal

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