

FEDERATION NEWSLETTER

Weather Not Conducive To Producing Growth

By J. LINCOLN DEWAR ... The weather so far this spring there is moisture, germination can be described as cold and of some seeds may be questionable and that is certainly a poor omen.

ACROSS THE ISLAND

Flaming Death Waits For Highway Victims

By NEIL A. MATHESON Provincial-Farm Editor

I SHALL be on vacation when this column appears, but I wrote it last week in the hope that it must do something to shock even a few of those who drive so carelessly on our highways.

Pain, Horror, Mutilation

MERE FIGURES "exclude the pain and horror of savage mutilation... what is needed is a vivid and sustained realization that everytime you step on the throttle, deaths gets in beside you, hopefully waiting for its chance to strike.

"It should portray the slack expression on the face of a man drugged with shock, staring at the Z-twist in his broken leg, the insane crumpled effect of a child's body after its bones have been crushed inward, a realistic portrait of a hysterical woman with her screaming mouth opening a hole in the bloody drip that fills her eyes and runs off her chin.

Minor details would include the raw ends of bones protruding through flesh in compound fractures, and in the dark red, oozing surfaces, where clothes and skin were flayed off at once.

I'm including here the more startling shocking excerpts from the Digest bit of 1935 for I haven't nearly enough space to use it all, and I've changed a word or two here and there, in the attempt to make this warning even more realistic.

Those are all standard, every-day sequels to the modern passion for going places in a hurry and taking chances on the way," said the Digest. But that was written 30 years ago when the speed and power of even the new cars didn't begin to compare with today's highway monsters whose speedometers are calibrated to 120 miles and even more.

Facts Revolting, - So Is Death

"I CAN'T help it if the facts are revolting," Furnas wrote in 1935. "If you have the nerve to drive fast and take chances, you ought to have the nerve to take the appropriate cure. You can't ride an ambulance, or watch the doctor working on the torn and twisted victim, but you can read.

Enthusiasts tell you the automobile makes 65 miles per hour seem like nothing at all," Furnas wrote 30 years ago. But he was talking of 1935 cars; their power and speed didn't even begin to compare with 1965. Now the speed fiend would cry "pussy cat" and "chicken" at anyone who didn't exceed 65.

Today's speed fiend won't even admit he went anything close to that slow.

There's infinitely better engineering knowhow built into today's cars. They'll corner and do many other things much better at high speeds than the comparative antiques of 1935. But the occupants are just as dead when the modern cars crash head on, or in a dozen of other ways that crashes occur.

Wood Splinter In Mother's Brain ... BUT THAT'S unusual. The Digest story said "a wrecking crew pried the door off a car which had been overturned down an embankment and out-stepped the driver with only a scratch on his cheek. But his mother was still inside, a splinter of wood—driven four inches into her brain as a result of her son's taking a little too fast.

No blood—no horribly twisted bones—just a grey-haired corpse still clutching her pocketbook on her lap as she had clutched it when she left the road.

On that same curve a month later, a light touring car crashed a tree. In the middle of the front seat they found a nine-month old baby surrounded by broken glass and yet unharmed. A fine practical joke on death—but spoiled by the baby's parents, still sitting in each side of him, killed instantly by shattering their skulls on the dashboard.

Head-on crashes are the most spectacular, perhaps. Unbelievably they often occur on straight stretches of highway. The sudden vision of a broad straight road suddenly tempts many an ordinarily sensible driver into passing the man ahead.

Simultaneously, a driver coming the other way swings out at high speed. At the last moment each tries to get into line again. But the gaps have closed. As the cars in line are forced into the ditch to capsize or crash fences, the passers meet, almost head on, in a swirling, grinding smash that sends them careening obliquely into the others.

A trooper described one accident... five cars in one mess, seven killed on the spot, two dead on the way to the hospital, two more dead in the long run.

He remembered it far more vividly than he wanted to—the quick way the doctor turned away from a dead man to check on a woman with a broken back; the three bodies out of one car so soaked with oil from the crank case that they looked like wet brown cigars and not human at all; a man, walking around and babbling to himself, oblivious of the dead that stuck out of his streaming wrist; a pretty girl with her forehead laid open, trying hopelessly to crawl out of a ditch in spite of her broken hip.

Mother, Girl, Shattered Broken

"IN A recent case... they found the old lady, who had been sitting in the back, lying across the lap of her daughter, who was in front, each soaked in her own and the other's blood indistinguishably, each so shattered and broken that there was no point in an autopsy to determine whether it was a broken neck or a ruptured heart that caused death.

A leg or arm stuck through the windshield will cut clean to the bone through, artery and muscle like a piece of beef under the butcher's knife, and it takes little time to lose a fatal amount of blood under such circumstances.

You hear picturesque tales of how a flying human body will make a neat hole in the windshield with its head—the shoulders stick—the glass holds—and the raw, keen edge of the sole decapitates the body as neatly as a guillotine.

Or going through the road into a post-and-rail fence can do you beyond worrying about other injuries immediately when a rail comes through the windshield and tears off your head with its splintering end... Bodies are often found with their shoes off, 'he shoes still in the back seat, completely laced'.

I've seen this sort of thing myself. I recall an accident scene at a railway crossing at Napanee, Ontario where seven people in a car died in one flaming instant of destructive terror. A pair of child's shoes, still tightly laced, were sitting side by side on the pavement, mute evidence of the death that came so horribly to the little girl that had worn them.

There are many ways of meeting death in automobile crashes, but all of them are horrible. They all leave the victim dead that victim could be YOU. Won't you think about it.

Straits of Georgetown and Sorens. It was an early-spring but it certainly is a backward one and the lack of rainfall during the past six weeks is producing an uneasy feeling that we may be in for a prolonged drought.

However, one good rain can change all this and really make a difference in the prospects. THE WHOLE HOG

During the war years Canada's hog industry was geared to the production of bacon in the form of Wiltshire Sides. In those days, it probably would have been good policy to produce an animal that was all side and no ends and this led to a great deal of emphasis on selecting breeding stock for length, the longer the better.

Today the balance of value is beginning to change, hams and shoulders are much more important and so there is some questioning as to whether the longest hog should be in the charmed circle and whether there should be much more emphasis on the whole hog and less on the side. In a general way these and other thoughts led to the decision of the Federation of Agriculture to sponsor National Hog Conferences in 1964 and 1965.

CHEAP FOOD While there can be disagreement on this point there is evidence to indicate that in a general way Canadian policy has been shaped to keep the price of food low. This makes sense economically from practically every viewpoint excepting the farmer's. It makes good sense politically as the consumer is always very sensitive to the cost of necessities. It makes good sense for industries which employ large numbers of people as low food costs have a tendency to keep wages at lower levels. Certainly so far as urban consumers with low income levels are concerned anything which keeps the cost of welfare within limits will appear to some agencies to be desirable.

Nevertheless there are many good things which can be carried too far as the gentlemen who found out that the reduction of the horse's ration to the vanishing point certainly eliminated the feed bill but also shortly eliminated the horse.

It would appear in order to suggest that we have reached the time when Canada should carefully consider the implications of exploiting agriculture for the good of other classes.

Cheap food policies are not considered desirable in all countries. Sweden as a matter of policy arranges things so that the farmer gets returns for his labour which are comparable to those in other sections of the economy.

The exodus of manpower from agriculture is becoming a flood and it would appear in order to point out that there is a limit to the substitution of meat with machinery. Farming is still a biological operation and this aspect of its nature needs to be kept in mind.

LIVESTOCK PROSPECTS Recently the Hon Harry Hays speaking to the National Livestock Exchange in Toronto had the following to say with respect to livestock prospects.

"The prices for finished cattle likely won't drop below about \$24.00 per hundred for choice steers at Toronto next fall. The next big increase in feedlot numbers will have to come from the 1965 calf crop. This means a wait until the summer or fall of 1966 to get a big boost in feed cattle output. And, of course, all of this I am pleased to say, adds up to a price outlook that is definitely bullish.

To make the picture even a little brighter cattle prices now have hog prices going for them, too. The hog outlook in the United States which, of course, has a great bearing on our own industry's prospects, is just the opposite of a year ago. Last year the prices of hogs and cattle were working against each other. But this year hog prices are moving up in the U.S. and the price will be strong until at least late 1966.

The corn-hog ratio will not likely start increased breeding until next November. This would mean the next big increase in farrowings in the March-through-May period of 1966, and the first big increase in marketings from October through December of 1966. The U.S. trade is forecasting hope to be \$17.00 live weight or better, in the next 18 months. In terms of Canadian prices this should keep the increased marketings forecast from having a detrimental effect on Canadian prices."

BEEF PRODUCERS' Last Friday evening the Beef Producers' met at Birch Court with somewhat improved attendance from their last annual meeting. However, it would be only fair to suggest that there is still room for improvement in this respect. The retiring president, Mr. Lockerby in reporting referred to the rather slow and discouraging progress being made with respect to the suggested study on the cattle business with emphasis on marketing matters. A special committee named by the meeting from among the pure breed breeders considered how the steer classes at the exhibition should be disposed of and recommended that the method should be by live public auction prior to the animals going to plants.

Three new Directors were appointed early in June the new Board will meet to appoint

the officers and consider plans for the development of the Association. DAIRY TRENDS

While we have very little in the way of proof there does seem to be evidence to indicate that many dairy producers are switching this spring from cream to selling whole milk. We suspect that this may be in part due to the belief that the new dairy policy tended to favour milk and that some of the assistance wouldn't apply to cream. Actually there is little to indicate that the profitable balance between the two products will change in any marked degree.

Here we should perhaps point out that this change will probably be more noticeable in plants which are geared to receive either type of raw product. Plants which are geared solely to handle cream will probably not notice any marked change.

POTATO MEETINGS The attention of potato growers is directed to the notice of potato meetings to be held on May 25, 26th and 27th, and called by the Department of Agriculture for the purpose of electing two producers in each county to the potato board. While the percentage of voters turning out for the plebiscite didn't indicate a very great interest and there may have been a number of reasons for this, we would like to suggest that this Board is a very important feature in the industry, it deserves to be taken seriously and to have on it the best brains from among potato people.

The dates mentioned are ones which potato growers can very profitably spend in attendance at the different centres.

FUNERAL HELD OF M. ELLSWORTH TIGNISH - The death occurred Monday of Macaruis Ellsworth of Ascension in his 51st year. A son of Mr. and Mrs. Augustine Ellsworth he was an employee of Tignish Co-operative Association Ltd.

Left to mourn his passing besides his wife, the former Thelma Aylward, is a son, Lloyd; two daughters, Angela and Anne at home; also a daughter, Hazel (Mrs. James McKay) of Montreal; four brothers, Richard, Peter, Chester and Gus; all of Tignish, and two sisters, Laura (Mrs. Emmett Ahearn) St. Roch; Helen (Mrs. Levi Handaban) of St. Catharines.

The funeral was held yesterday from the Rooney Funeral Home to St. Simon and St. Jude's Church, Tignish, for Requiem High Mass at 9.30 Interment in the church cemetery.

ICE CANCELS FERRY RUNS Heavy ice conditions in Northumberland Strait yesterday resulted in cancellation of two ferry crossings on the Wood Islands-Caribou run.

Capt. Claud Hunter said the crossings at noon and at 3 p.m. were cancelled.

He said there were "fairly large" patches of ice scattered across the Strait, and it had moved as far west as Point Prim yesterday.

The ice had shown little sign of moving back last evening. Today's crossings will depend on wind direction.

BRITISH PLAN NEW DRIVE FOR CANADIAN SALES By DAVE MCINTOSH OTTAWA (CP) - Sir Henry Linnett, British high commissioner in Canada, announced Wednesday that six of the 20 United Kingdom trade commissioners now in Canada will return home next October for a concerted drive to interest British industry in boosting exports to Canada.

They will concentrate on a few lines of capital and consumer goods in their interviews with the managing directors and senior sales personnel of approximately 1,000 firms.

This is the first of a series of trade promotion projects to flow from the Canadian government's announcement, in Finance Minister Gordon's April 26 budget, that imports to Canada from Britain should be encouraged, Sir Henry said.

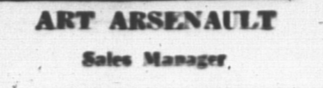
The high commissioner's announcement was timed to coincide with an address to the Canadian Chamber of Commerce in London by Edward Redhead, minister of state in the board of trade.

TRADE BALANCE ADVERSE Mr. Redhead noted the adverse balance of British trade with Canada and said: "We would much prefer to act by increasing our exports to Canada, rather than by deliberately reducing our imports from Canada."

FIT NEW ENGINES British-built Perkins diesel engines now are being installed in Jeep vehicles built at Windsor, Ont.

MANY NEVER SUSPECT CAUSE OF BACKACHES May Be Simply Sluggish Kidney Action It's a pity to get up with this common backache because you just don't know the cause, and the medication that may help you. You see, if kidneys become sluggish, urinary irritation and bladder discomfort may follow. The result can be an annoying, nagging backache. This is one condition that can be helped by taking Dadd's Kidney Pills. Dadd's stimulates kidney action, helps to relieve the irritated condition that causes backache. Dadd's is a safe, effective, and reliable kidney stimulant. Don't let your backache bother you. Use Dadd's Kidney Pills. Use Dadd's Kidney Pills. Use Dadd's Kidney Pills. Use Dadd's Kidney Pills. Use Dadd's Kidney Pills.

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ART ARSENAULT Sales Manager.

Stewart Motors Limited Your Mercury Dealer 224 ST. GEORGE ST. CHARLOTTETOWN, P.E.I. May 19, 1965 Mr. Stewart Vickerson Advertising Manager The Guardian-Patriot Charlottetown, P.E.I. Dear Stewart: We, at Stewart Motors Limited, wish to express our thanks to your organization and especially to Mr. Jerry White for a splendid job of displaying our advertising in The Guardian-Patriot. We have experienced terrific results from our Exhibition Grounds Sale and have enjoyed high results from our advertising with you in the past. I am sure the people of Charlottetown and surrounding areas are proud of the fine job you are doing in promoting better business in the Charlottetown trade area. Sincerely yours, Art Arsenault Sales Manager

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