

# THE GUARDIAN

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"The Strongest Memory is Weaker Than  
the Weakest Ink"

CHARLOTTETOWN, SATURDAY, JAN. 21, 1950

## Grain Policy Needed

One of the most important resolutions adopted by our Agricultural Council was that dealing with the need of a grain promotion policy for this Province. A decline of 50,000 acres in grain production in the past few years is a serious thing. It means that we are depending more and more on Western grain importations, at prices which make livestock feeding unprofitable even under the Federal policy of freight rate subventions. Should this policy be discontinued — and there is no assurance that it will be retained — then the mainstay of our agricultural economy, mixed farming, will be seriously threatened.

The Federal Minister of Agriculture, Mr. Gardiner, speaking here in 1947, told our farmers that they should grow all their own feeds, and thus be independent of carrying charges or shortages in the Prairie Provinces. This may be an overstatement, but at least it has the merit of being blunt and to the point. Actually, it has been found under modern exacting standards of production and competition, that the more feed that is home grown the more will likely be required to be purchased to balance the ration.

In his "Economic Survey of Prince Edward Island," prepared for the Provincial Government some years ago, Dr. Lattimer dealt with this problem. Noting that the movement by rail of feed from Western Canada is too costly an operation to carry on no matter who pays for it, he went on to suggest: "What is necessary as soon as boats are available is to bring this feed to the Island by boat. There is no great strain on the imagination to conceive of boats going to Montreal or the Argentine laden with potatoes and returning with feed grain. Bringing grain in by boat might involve construction of storage. This is a matter of detail that could be arranged. What is a harder job to do is to secure some realization of the importance of this matter and concerted effort to bring it about."

The late Mr. H. K. S. Hemming was a strong advocate of the latter policy, and sought for years to arouse interest in the need of constructing a grain elevator here, to be supplied by boat shipments from Port Churchill. It seems that while neglecting this proposal, we have also continued to reduce our production of home grown cereals. As pointed out by Mr. W. R. Shaw in introducing the grain promotion policy recommendation, the fertilizer used on the excess acres of potatoes in the Province could well be used on grain lands. Today we have a huge unmarketed surplus of potatoes and grain supplies far short of our own requirements. This is not sound farming practise, and the sooner we reverse our steps and get back into a more stable economy the better.

## An Important Historic Event

According to the United Kingdom Information department part of the national records of Scotland—238 13th century documents written in parchment and sealed with beeswax—are at last back in Register House, Edinburgh, more than 600 years after the Treaty of Northampton. The documents, which include writs, inquisitions and memoranda, should have been returned from London to Scotland in 1292 and again in 1328. But each time they were held up and never got further north than Berwick or Roxburgh.

Here is their story. In 1291 there were between 600 and 700 great rolls of manuscripts in Edinburgh Castle. They were taken to England by Edward I as evidence to help him decide who was to be King after the death of Alexander III and the Maid of Norway. In 1292 they should have been returned, but got no further than the Border. In 1296, when King John revolted against the English and the war between England and Scotland broke out, the records were carried off to London. In 1328, under the Treaty of Northampton, they should have been sent back, but it was not until the Public Records Act was passed in 1937 that nine of the documents were returned to Scotland.

In 1948 it was decided that the remainder would be transmitted as directed by the Master of the Rolls. A few weeks ago, they were taken north from the Public Records Office, London, by Mr. James Fergusson, Keeper of the Records at Register House, Edinburgh, and curator Mr. Charles McInnes.

"I checked the inventory in London," said Mr. Fergusson, "and found everything very well preserved." Security for the documents, he added, was the first essential.

They would be kept in fire-proof rooms and guarded night and day.

One document—believed to have been written between 1249 and 1286—is a petition to King Alexander to bring to court Alan Radric, who plundered a Spanish ship wrecked in the Hebrides. The cargo, according to the captain's report, was: raisins, wine, bales of silk and "suits of armour for 30 men."

## EDITORIAL NOTES

Tomorrow 3rd Sunday after Epiphany.

Three weeks of our coldest month of the year already gone.

Outdoor rinks are the centers of sport and social activities in all parts of the Province.

Lack of snow has held up our farmers in their winter work in the woods. There was a good cut and plenty ready for hauling at the first opportunity. Those awaiting a renewal of their fuel supply will understand the reason for the temporary shortage is simply due to weather conditions, and not because our farmers have joined Lewis in a three-day week.

Louis XVI, King of France, beheld this date 1793. He encouraged reforms, but was influenced in extravagance by his wife Marie Antoinette. The revolution of 1789, precipitated by the extravagance of the Royal Court and Ministry, led to the King's arrest and imprisonment by the revolutionaries. He was tried, deposed and executed. Well-intentioned, though weak, he reaped what others had sown.

There are some 3,000 civilians at Defence Headquarters in Ottawa and efforts are being made to transfer some of these to other branches of Government. Intense scrutiny now is being given to the entire defence establishment, a survey which will lead to curtailment of some activities considered less essential than others in the overall picture. Some branches at headquarters may be discontinued to prevent further increase in Defence estimates.

The various Departments at Ottawa should be in consultation with reference to staffs. The Defence Department, as stated, announced it is cutting down a considerable proportion of its 3,000 civil service staff to reduce estimates, while Mr. Charles H. Bland, head of the Civil Service Commission boldly announces, "Canada's Civil Service will have job openings for 2,000 college students this spring."

School trustees must be very thankful for the Women's Institute. In addition to looking after the cleaning of the school, the painting and decorating; many of the groups also raise funds to add to the general comfort and efficiency of the teacher and pupils, as well as adequate lunches, milk, and cod liver oil. They also keep a watchful eye on the progress of the pupils, and provide the best possible parent-teacher organization. We hope the trustees are duly appreciative.

This country has done better in making food pacts with Britain than seemed possible two months ago. The wheat agreement, which expires next July 31, never was in doubt and the price will be about \$2 a bushel. The bacon contract is really not confined to bacon but covers most of the pork products shipped to Britain of which 60,000,000 pounds will be sent. This contract, as far as purchases by the Canadian Government is concerned, ends here next June 30, but the deliveries will go to Britain to the end of 1950. The new cheese contract will be for a year, and will run to May, 1951.

The dilemma faced by McGill and other Canadian universities is emphasized by Dr. James' warning in his annual report that despite the "deliberate and courageous" resort to deficit financing, despite a net addition of nearly \$20 millions to McGill's endowments and physical facilities in 10 years, and despite much larger budgets and teaching staffs, expenditures on higher education had not risen in line with bulging enrolments and inflated costs, says The Gazette. The principal presented figures to show that though gross academic spending of principal Canadian universities had more than doubled, their average outlay per student had dropped 16 per cent, against per capita increases of 33 per cent in Britain and 22 per cent in the U. S. The report makes it evident that the problem will persist even after the expected diminution of the number of war veteran students in the next two or three years. The future capacity of universities, and McGill in particular, to serve the needs of young Canadians and educational advancement generally is thus a matter of pressing concern for all of whom assistance may reasonably be expected.

## PUBLIC FORUM

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

### NORTHUMBERLAND FERRIES

Sir—A million-dollar boat that could not operate on the Wood Islands-Caribou route and built with Government money would be a small price for the Canadian National Railways to pay to regain control of the movement of freight by truck between Prince Edward Island and the mainland. Prince Edward Islanders should see to it that the advantages secured for them by the opening of the Wood Islands-Caribou service is not lost through indifference. They should remember that the reduced rates now in effect at Borden were secured because of the rates in effect at Wood Islands, and both could be raised over night to prohibitive levels should opportunity offer.

There is no tax on truck movement between Nova Scotia and New Brunswick, why should it be different between Prince Edward Island and the mainland?

I am, Sir, etc.

STANLEY LANCASTER

### STOP CROWDING

Sir—It has occurred to me that we need in Charlottetown a permanent "What's On" Bulletin. So many things are going on in the city that it is hard to know, sometimes just what we are going to be able to attend.

For instance, in February alone, the following events are taking place:—

Visit of Barbara Ann Scott Minstrel Show

Little Theatre production

Community Concert

Charlottetown Male Chorus Concert

and there may be others.

My suggestion is that a Central Bulletin Board be kept, say in The Guardian Office, with a small charge to be made to all organizations using it. Advance notice would be forwarded to the "Bulletin Office", of forthcoming events, and the secretaries of the various organizations, before deciding on a certain date for a particular event, would be able to check with the bulletin board on the events and dates already fixed.

In this way we would be assured that no two events overlapped . . . which is really my "beef."

I am, Sir, etc.

STANLEY LANCASTER

### A SPLENDID OUTLET

Sir—Your editorial in your issue of the 20th on the Wood Islands Ferry service is very timely and our people should pay close attention to what is developing.

If it is true that both ferries were damaged last year because of lack of water for docking at Wood Islands, what would be the purchase of the Canadian National Railways offering to provide a still larger boat for the route?

With a National Highway to Wood Islands, a pavement from Caribou to Pictou and a traffic bridge at Canso, the Prince Edward Island farmer can place his produce in Newfoundland via North Sydney and Port Aux Basques within twenty-four hours, and when the highway across Newfoundland is completed what other route can compete with the trucking service that this will permit.

The present setup, even with existing handicaps, is providing a splendid outlet for both Prince Edward Island and Nova Scotia products.

The Canadian National Railways see this, and a million-dollar boat would be a small price to pay for the power that would enable them to control or prevent the traffic by restrictive rates or other means then at their disposal.

I am, Sir, etc.

READER.

## The Poet's Corner

### BIRD NEST IN WINTER

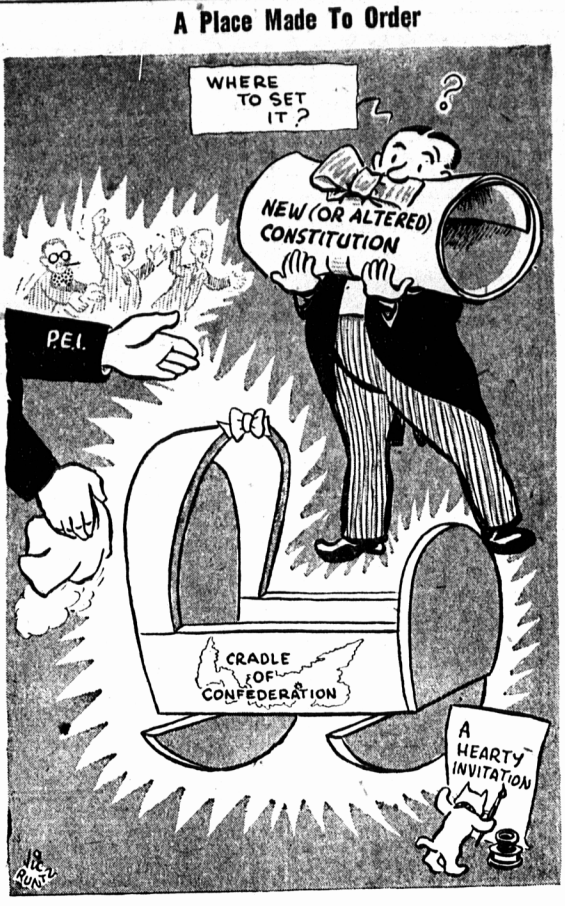
There is the nest, forsaken in the tree,  
Naked to every casual passing eye.  
Pinned to the skeleton branches  
And the sky,  
And strangely still in its simplicity:  
A beaten patchwork lashed by  
Winter weather,  
Crumpled by frost, dishevelled by  
The snow,  
Tossed by different wind-sweeps  
To and fro,  
And holding only by bird's grace  
together.

There is the nest—deserted, cold  
and bare,  
Jostling the memory back to sun in  
May.  
To leafy lacework, eggs and down  
and song,  
Time flows in rushing runnels  
everywhere;  
Another Spring will bring another  
day,  
Be patient, now, the Winter is not  
long.

—Jacob C. Sojovay, in the New York Herald Tribune.

### DIED TOGETHER

AMERSHAM, Buckinghamshire, England — (CP) — Thomas Butler, 87, employed on the same farm for more than 80 years, died on the same day as his 83-year-old farming son, William. Father and son were buried simultaneously in adjacent plots.



## Old Charlottetown

(And P. E. I.)

### MARKET HOUSE SITE

The following excerpts will be of interest in connection with the editorial comment of Hon. Edward Whelan quoted in yesterday's issue under the above heading. They are from a discussion in the House of Assembly on Thursday, March 22, 1950, on a Bill to provide for a site for the Market House on the western part of Queen Square, where the present Market Building and Public Library now stand.

Mr. Beer said the old Market House, (located near the Colonial Building) even if the situation were unobjectionable, was entirely too small, and is nearly rotten. The City funds are in such a state that it cannot afford to rebuild. It has, however, a claim upon the general revenue for a matter of this nature, and he trusted the majority of the members would recognize its claim by an appropriation towards the erection of a suitable building. Although he was not wedded to any particular site, he was decidedly opposed to the locality known as Reddin's Swamp. If the finances of the Colony justified the purchase of a site, he would be in favour of the procuring one off the public square.

The property of the Misses Stewart, or that opposite the Temperance Hall, would be eligible situations, but there are no funds wherewith to purchase either of them. For these reasons, and in view of the numerous and respectable signatures to the petition for placing the building on Queen Square, he would support the bill.

Hon. Col. Gray said he was informed by a gentleman that he signed this petition under the impression that it was contemplated to establish the market on Mr. Reddin's lots. At the original laying out of the City, three western sites were reserved for a market. The old market shed stood on the site of the present building, and he should have supposed that every inhabitant of Charlottetown would have rejoiced to have it removed, and the Square kept in as park-like a condition as possible. The citizens should protest en masse against this Square being occupied by the manner proposed, though subsidies a few parties are interested in having a market there.

An account of their stores and places of business being in immediate vicinity to it.

It will be necessary to erect other buildings, Col. Gray said; a Town Hall, new Court House, Post Office, Police Station will be required, and where will the sites be found if the whole western side of Queen Square be given for a public market? If the people of Charlottetown are so anxious to have the Market House near its present site, let them buy the Misses Stewart's lots, and have it there.

Hon. Mr. Coles said that in the plan by which the Town was originally laid off a certain portion was reserved as a site for a market, but the Government subsequently exchanged that reserve for ground for a church. When hon. members urge that the City is already suffering from onerous taxation it should be recognized that the Government gave up to the City, on its incorporation, the building now used as a City Hall and Post Office. He believed the House is willing to recognize the propriety of a vote for a market building for Charlottetown, as for Georgetown, Summerside or Princetown, if the latter should ever assume proportions to justify it.

At present the market is a nuisance to families residing around the square, Mr. Coles said. A space of 163 by 160 feet can be procured opposite the north-west corner of the square, offering capabilities of good cellars, the rent of which alone would pay the interest of the

## The Age-Old Story

My people shall know My name; therefore they shall know that in that day, that I am He that doth speak.

purchase money. A second story could be profitably employed for the purpose of an industrial exhibition.

Mr. Douse believed that if a good Square building were erected with, say, four entrances, with convenient rooms above and good cellars below, people would readily avail themselves of the accommodation and pay for it in market dues. Horses and carts should be removed as soon as their loads were deposited.

Mr. Cooper thought a Market House would be an ornament to the Square, if properly built and maintained. It was preposterous to call upon the House to vote money for a site when a portion of the Square could be had for the purpose.

Mr. Howatt said the price of a lot to be bought would probably be about £2,000; it is stated that the City cannot afford the outlay, and the Government have not the means at their disposal. The leader of the Opposition (Mr. Coles) seemed to have in his mind the idea of something like the Crystal Palace for an industrial exhibition. The misfortune is that we have nothing of any consequence to exhibit. When the Colonial Building was erected at the general expense of the country, it was considered that the Town received quite a sufficient sum from the treasury to last for some time; but every session since the House has been applied to for special appropriations. He would support the petition to keep the Market House on the Square, to which the country people have as much right as the residents of Charlottetown.

Mr. McNeill said the City has three squares besides Queen's, still vacant, and one of them, the Hillsborough, is in a more central situation; so that it is unnecessary to call upon the treasury for the cost of a site.

Mr. Holm said the principal objection to locating the Market House on Queen's Square was that it would injure it as a pleasure ground. In the present financial condition of the country he was decidedly opposed to spending £2,000 or £3,000 for a site.

Hon. Mr. Longworth said that in the case of Queen's Square, an argument had been based on the fact of its having been occupied by a Market House already; but no portion of it had ever been formally set apart for such purpose. At first, there were the police shed was run up, and the site had been removed from one part of the square to another. When the present Market House was erected it was generally understood that it was only a temporary incumbrance, and no written authority sanctioned its location. The City Corporation applied to the Government authority to build a Market House on Queen Square, to which application it was replied, that the Executive had no such power. Even if the building were formally and authoritatively placed there in the early settlement of the town, yet the subsequent increase of the place would justify its removal.

(To be concluded on Monday. The Misses Stewart's property above referred to comprised land now occupied by the stores of Moore and McLeod, S. A. McDonald and Woolworth Ltd.)

### NEED SMART OPERATORS

The switchboard in Britain's new House of Commons will be equipped with 120 exchange lines and private wires with 900 extensions.

### FIELD IS CROWDED

Alberta's year-old Redwater oil field already boasts 200 successful wells.

## Notes By The Way

**Motorists** the world over will be interested in an experiment being carried out by a trucking company in Liverpool, England, which is filling its tires with water instead of air. Although the test is being made with tires on heavy vehicles, the results should have equal bearing on lighter passenger vehicles. It has been found that the tractive effort of trucks pulling heavy trailers has been increased. Water-filled tires minimize wheel spinning and skidding, improve acceleration and braking, and reduce wear. Calcium chloride is put in the water in the back tires. A test with one truck which travelled 12,000 miles showed that the wear on a water-filled tire was five millimeters compared with nine to 10 millimeters for air-filled tires. — St. Thomas Times-Journal.

**Malta's Main Problem** (Exchange) Would any country or countries of the world like to help come a hundred thousand immigrants from Malta? If so, the immigrants are ready to start with their Government's blessing. If not, there is no solution in sight for Malta's main problem, which is cumulative over-population. The Colonial Office White Paper published just before Christmas does not attempt to indicate any other way out. Its main point indeed, is that Malta is now a self-governing country and, therefore, responsible for finding its own way out; though Britain may help to realize them if they are practicable. There is some talk of new industries. "The Malta Government," says The White Paper, "secretly, may well think it desirable to give particular attention to stimulating alternative sources of employment" as the work of post-war reconstruction (largely paid for by Britain) drops off. But it is not easy to indicate suitable new industries for an island with no coal, water-power, or mineral ores, and with only about 48,000 acres to cultivate. An article in the current "Crown Colonist" discusses possible additions to Malta's present industries — "buttons, gloves, salami, woodworking, brewing, canning" and making shoes — and concludes that "the solution lies in many small industries, each contributing its quota." Will the quotas add up to the maintenance of a hundred thousand? A tourist industry has also been mentioned; but most people from this country would have spent their holiday money elsewhere before they got to Malta. One keeps coming round to emigration again—but where to? In the last two years about six thousand have gone, mainly to Australia. It would take emigration at three times that rate merely to keep pace with the natural increase of the population. Perhaps the problem can never be solved while the birth-rate stays so high.

**The prearranged marriage system** now is being questioned throughout the world. In some countries, as in India, women untrained for making their way in the world are fearful of being thrown on their own if masculine "protection" is not arranged. This is especially true in countries having new surplus of women. In Japan there is already reported some nostalgia for the patriarchal system that guaranteed a woman shelter under some kind of a roof. However, the general trend is toward freedom of choice in marriage—a principle that the United Nations Commission on the Status of Women will have to endorse. But apparently women are going to have to pay for the right of marrying whom they please by accepting the responsibility to stand on their own feet if proper candidates for husbands are lacking. — Washington Post.

**Man, the lord of creation,** isn't showing up too well as he meets the new competition from the machine. Now that we may have supersonic planes flying at 1,500 miles an hour, there aren't any men capable of flying them, says S. Paul Johnston, director of the Institute of Aeronautical Sciences. Since the human organism can't take that speed, he predicts electronic and mechanical pilots will have to be substituted. What is more, the human eye is daisy-daisy as a detector of color by Norman F. Barnes, General Electric Inc. It is said to be especially unreliable in detecting shades of red and violet, and its color judgment is always affected by psychological moods. Hence Mr. Barnes uses a recording spectroscopic scope which can distinguish among 10 million different colors. Oh, but man, his defenders will say, is only supposed to excel in matters of mind and spirit. He is not competing with the gadget. Human relations and the arts of civilization are the fields of which he is master. . . . Wait, did we hear right? "Master?" — Washington Post.

**These people who drive** over their car windows steamed or blocked with snow are simply asking for trouble. They can't see anything approaching from the side or behind. Indeed some of them have no more than a peephole through which to view the road ahead. If anyone was fool enough to drive with a blanket draped over his car windows where he belonged, in the interest of safety, not only for themselves but all others on the road, these other "blind" drivers should

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