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Our Car ferry Requirements

Placed in the forefront of the submissions to be made before the Transportation Commission when it meets here next week is the urgent need for additional ferry service to relieve the existing bottleneck at Borden.

The Provincial Government brief stresses this from the standpoint that the danger of the present ferry becoming disabled is always present and that the old ferry presents, as a substitute, no safeguard against a complete breakdown of traffic, and its resulting disastrous isolation.

Specifically, the Trade Boards urge that to meet the highway traffic problem at this point, a new highway ferry be provided to be operated on a definite, dependable auto and truck traffic schedule, divorced from the railway timetable with its present serious delays and interruptions.

The schedule of the present ferry and of the additional one for which provision is being asked without delay, is of necessity tied up to the railway timetable, and is such that it confronts tourists, travelling by car, with uncertain delays between trips of from three and one-half to five hours on week days, and from four to six hours on Sundays.

Travellers by motor cars are accustomed to continuous, satisfactory, uninterrupted service when travelling in the United States and in parts of Canada. Unless the delays and uncertainties at Borden and Tormentine are eliminated and a regular dependable ferry schedule inaugurated it will be impossible to build up a real tourist traffic in Prince Edward Island.

The brief also points out that in other Provinces farmers and fishermen can take advantage of favorable opportunities to use their own motor transport in catering to neighboring markets for their products. Our farmers and fishermen are practically prevented from doing this, because the ferry service is not continuous or dependable in relation to crossing schedules.

Of importance also, as emphasized in the Trade Board brief, is the need of immediate improvements to the Wood Islands ferry service, to include larger boats, aids to navigation, pier and harbor improvements, more frequent, earlier and later crossings, and modern restroom and restaurant facilities.

When Parliament Opens

Considerable interest is already being evinced as to the prospective program which will confront Canada's new Parliament when it opens about the middle of September. When the last Parliament was rather abruptly dissolved, a lot of unfinished business was left. Principal document not then approved was the Budget, with its provisions for income tax reductions and other features.

An exchange notes that since the general election, Commonwealth and international developments have come sharply to the forefront, bringing Canada face to face with what has the appearance of becoming a crucial trade problem.

The trend of events of the past fortnight wherein Britain, the other Dominions and Colonies, together with other nations in the sterling bloc cut imports from dollar countries by 25 percent, cannot but give cause for uneasiness. The Government and Parliament thus have a new and far-reaching problem which had not confronted them at the last session. For the ministry it poses a vital test of its ability to secure new markets and so endeavour to maintain a buoyant national economy.

Among other important questions forecast as engaging the attention of Parliament are the abolition of Canadian appeals to the Privy Council in London and the constituting of the Supreme Court of Canada as the highest judicial tribunal and final court of appeal.

to Moncton to see him—is considered another matter for parliamentary action.

A recently much-discussed issue of having all statutory holidays except Good Friday, Christmas day and New Year day be observed in future on Monday, will probably be introduced and debated. There are also the controversial issues of a distinctive Canadian flag and national anthem, which however are of minor importance.

Hope is expressed that with its huge majority the Government will organize procedure so as to make for judicious despatch of the nation's business, paying special attention to our responsibilities under the Atlantic Pact and to furthering long-range policies for the peace and prosperity of the realm.

EDITORIAL NOTES

Tomorrow Sixth Sunday after Trinity. Welcome to the Royal Commission Transportation.

Newfoundland is finding the newly acquired Provincial Legislature an excellent means for letting off steam. It has yet to learn, however, that it is poor policy, to use its new freedom to attack sister provinces and politicians.

The fact that the Boy Scouts have been holding their Jamboree in Ottawa has this advantage. Citizens of the capital city witnessing the appetite of some 3,000 active boys will be forcibly impressed by what is implied by the high cost of living.

The National Research Council has published for free distribution, a National Building Code document, NRC report No. 1, which aims at reduction in construction costs and increased efficiency in the field of building regulation in small, medium and large municipalities.

A salute to Canada's newest warship, H. M. C. S. Llewellyn, a wooden mineweeper is due to be commissioned for the reserve fleet today. Her skipper is one of the most widely known of our naval officers, the genial Cmdr. W. E. S. Briggs, D. A. S. C.

The memorable ball in honour of Lord Dufferin, Governor General, was given this date, 1873, when the youth and beauty of the elite of that day "tripped the light fantastic toe". "Haste thee, Nymph, and bring with thee Jest and youthful Jollity, Quips and Cranks, and wanton Wiles, Nods and Becks, and wreathed Smiles."

Evidently the Hon. W. F. A. Turgeon, chairman of the Transportation Royal Commission is favourable to the suggestion that the Maritimes should form one Railway region, which could be accomplished by amendments to the present Railway and Transportation acts. This is highly satisfactory, though the C. N. R. have yet to be heard from on the subject.

It may be sound town planning for the Town Planning Commission of Greater Moncton to recommend that the C. N. R. shift its main lines from the down-town section of that city but it also has an appearance of ingratitude to the system which has made Moncton what it is.

Reports that Ottawa is considering barter agreements with individual countries are anything but encouraging. Canada, probably more than any other country, depends on multilateral trade for prosperity. If we are forced into particular bilateral agreements they should be recognized as retrograde, if necessary, steps and certainly not played up as commercial achievements.

Field Marshal Viscount Alanbrooke of Brookesborough, British soldier, born this date 1893; had a distinguished military career, leading up to the high position of chief of the Imperial General Staff; honoured by the Governments of Poland, France, U. S. A., Czechoslovakia, etc. Was recently guest of Governor General Viscount Alexander of Tunis on his tour of the far north.

The story of the Canadian Y. M. C. A. in World War II has been published in attractive book form and constitutes a record which will be read and studied with much interest. Details are given of Y.M.C.A. activities with the Canadian Forces, with the Royal Air Forces in Canada, and to a lesser extent with the British and Allied Forces with which it had occasion to work in all theatres of war from 1939 to 1946. The Y. M. C. A. was associated in this welfare and recreational work with the Canadian Legion, the Knights of Columbus, and the Salvation Army; but it also claims to have been a pioneer in the field, having worked in military training camps from 1871, gone to South Africa with the Canadian Contingents to the Boer War, and operated continuously in the battle areas with the Canadian Army throughout the First World War.

A piece of Scottish land — six miles long and two miles wide — at Culbin, near Nairn, on the Moray Firth, given up for centuries as a useless desert has just given its first yield of rich timber. In future it will supply large quantities of pit props for United Kingdom mines, and within a few years this six thousand acres waste of rolling sand will become one of the richest forests of Britain. It has taken man 28 years to undo the damage wrought by a gale in a single night in 1694. For generations back in Scotland's history, Culbin — the granary of Morayshire — was a flourishing agricultural area. Twenty-eight years ago the Forestry Commission took over the waste. Early efforts to stem the tide of sand by growing trees failed. Now it has been saved by thatching. Today, four thousand acres have been planted with Corsican Pine, Scots Pine, and Lodge Pole Pine. The remaining two thousand acres are to be treated

The Poet's Corner

A BOY'S SONG

Where the pools are bright and deep, Where the gray trout lies asleep, Up the river and over the sea, That's the way for Billy and me.

—William Hogg (1770-1838)

Old Charlottetown

(And P. E. I.)

DAVID STEWART'S JOURNAL

Continuation from last Saturday of the journal of David Stewart, Esq., recording his visit to Prince Edward Island in 1831 in connection with the affairs of his estate. The last except related to his visit to Mount Stewart, West Point and St. Peters. At the latter place he remained overnight:

"9th June, 1831. This morning is brilliant and the air delightful. We rode on twenty miles and stopped to feed the horses at a Mr. McKessels farm house. We proceeded 6 or 7 miles further and had some breakfast at a public house; could get nothing but bread and some milk and bacon. Proceeded on after breakfast at 12 o'clock and in short time passed over Colonel Sorrell's estate; part of this property is a farm house, after we entered the woods and came to land of a thin moorish nature, part cleared and much reduced by fire, and the underwood Kalmia Augustifolia.

"We now after 6 or 8 miles ride entered Lot 47. The land here is mostly hard wood such as beech and maple with black birch, some hemlock, spruce, common spruce, etc. The trees are in a line, and larger than most I had seen on the island. The best I had seen on the island was now on our own property and wished much that Mr. Stewart, my brother and Bruce were with me. I felt much pleased with the soil and the woods and considered the climate delightful.

"It was Sunday; the people were returning from Church and almost all of them well dressed, and mounted and perfectly healthy in appearance. Capt. Stewart knew amongst them 7 or 8 there were tenants gallantly mounted and as well dressed as I was.

"We now resolved to proceed to the farthest part of the estate, the house of a Mr. Kennedy, one of the tenants, and to direct all the tenants to meet us there the next day at 9 o'clock in the morning. Notice was accordingly sent to all the tenants by Capt. Stewart to that effect. We reached Mr. Kennedy's and found we could all lodge there pretty well. He had two rooms below and two rooms above besides back sheds or lean-to's.

"It was now 6 o'clock in the evening and I had heard that there was some head about a mile from Kennedy's house across a small creek or river in connection with his house and close to the sea shore. I therefore prepared to go there this night, for I had all the health in America. I went accompanied by Mr. Lawson, Theophilus Stewart and young Kennedy with two other men, viz. Mr. McLean and Mr. MacDonald, the first tenant, the other a tenant's son. After a short walk from the boat in which we crossed the creek we came to what they called 'The

"Lawson is a botanist and he saw to the health of the plants; it was however the Empetrum, Myrica and Heath; but this Lawson would not believe until I found it to him; the others may believe it to be Heath still.

"The ground on which the Empetrum grows is a barren sand thrown up by the sea and extends a great distance both ways in front of it; there is a most beautiful beach of sand, and the sea rolls on it with great force. There are an immense variety of plants and flowers on the ground where the Empetrum grows, many of them very beautiful and some of them quite new to me. This ground is directly in front of Mr. Kennedy's house. The creek or river divides the good ground of the farm from these barren sands.

"To the west of Kennedy's farm the McLean's and a Mr. Peter Stewart's farms are situated, and the sea right in front of the whole. "We now returned to Mr. Kennedy's house, had some tea and went to bed. I slept upstairs and Lawson also; Capt. Stewart and his nephew downstairs."

The Age-Old Story

Their sins and iniquities will I remember sae more.

Roll of the Farmer



"PLENTY OF FOOD FOR EVERYBODY IS THE KEY TO PEACE"

Lord Boyd-Orr, President, United Nations Food and Agriculture Organization.

Food From The Sea

(By Lars Lind, UNESCO Features Staff Writer)

It has been said that wherever a shoal of herrings touches the Norwegian coast a village springs up. This statement is true of many other lands bordering on the sea. Just as peasant communities grow up and prosper where the soil is rich, men have always settled in places from which fish can be easily caught.

That this has been so from the dawn of mankind is shown by other remains and drawings of fish in prehistoric caves. But it has often happened that fishing villages have decayed and become deserted. The fish have disappeared and the fishermen have been obliged to follow suit.

The fluctuation of fish stocks was long a mystery. Some attributed the phenomenon to sunspots or phases of the moon. Only in the last 50 years has scientific method been applied to the problem. It has been found that the migration of men—that is, on the supply of food, the temperature and the change in the fish's habits, have had a profound effect on the fish's life-cycle.

But there are also man-made fluctuations. Overfishing in one area may lead to a long period of low catch. Happily, however, man has also succeeded in increasing the supply of fish by large-scale transplantations from one area to another by manuring the seas and by artificial fertilization.

Like agriculture, fishing has now become a science. The fisherman's crude hooks and lines have been replaced by highly specialized gear used at the present time. There is, for example, the "atom-trawl" which is able to fish at all depths, and the echo-sounder, used to locate shoals of herring and cod. Asdic, the submarine invention used to spot submarines, probably was first used for the same purpose seen by the fisherman.

Just as the agriculturist scientifically decides what should be cultivated each year on different kinds of soil, so as to yield the best output, the fishery experts now strive for the "optimum catch"—the right number of fish to leave just the right number of fish to reproduce, thus guaranteeing the maintenance and steady increase of the stock.

Ninety-eight per cent of the world's annual catch of fish is hauled up from waters north of the equator. It is only in the North Sea and North Atlantic that the catch is limited. But, as Dr. Kastelein, fisheries biologist of the United Nations Food and Agriculture Organization, told the recently held Pan-Pacific Science Congress in Auckland, New Zealand, the world's greatest ocean, the Pacific, is virtually untapped. One rocky-reef of seals in the Bering Sea consumes four times as much fish a year as man catches during the same period in the whole of the Pacific.

It is difficult to assess the food potentiality of the ocean depths, but experts seem to agree that the resources are enormous. An indication of the undiscovered possibilities was provided when the tide of the so-called fish ocean bottom was solved. Marine scientists were long puzzled by the finding of occasional bottoms where the water-er should have been much deeper. An enterprising Norwegian sent down a movie camera and the exposures revealed that the bottoms really were schools of cod-fish.

In spite of techniques and increased knowledge of the animal kingdom of the sea, many areas still remain almost untouched. Modern fishery methods are applied only in a limited number of countries. The main cause for this poor utilization of the ocean's riches in face of the crying need for increased food supplies lies in faulty human organization. It is here that international co-operation comes in. Since 1922 the International Council for the Exploration of the Sea, with headquarters in Copenhagen, has carried out a good deal of scientific

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.

TOP-DRAWER PROBLEMS

Sir,—Your columnist in "Literature and Life" says some wise and striking things on diet in the July 16 Guardian. He very properly deals with the physical nutritional needs of mankind, and points to the fact that a large portion of the human family is hungry—many of them almost to the point of starvation.

It is encouraging to find that this aspect of world affairs is getting front page attention. To this reader, one of the unusually significant developments in this problem-solving process, when the news columns carried a report of the plans of the International Federation of Agricultural Producers (in building brotherhood among various nations and—hardly less important—in building price stability for agriculture, by insulating farm produce from the constant menace of local or regional "surpluses" destroying valuations all around the earth?

But I confess that the most alluring points in the above story centered, for this reader, on the assertions: (a) "man... has a mind that, too, needs food"; (b) "the man needs feeding"; and (c) "the soul needs proper nourishment." These mental, ethical and spiritual needs are what mark man off from the rest of the animal creation. Some of the most unhappy people in the world have never missed a meal in their lives. Truly

fishery research. It has also promoted a number of conventions, such as those establishing standards for various kinds of fish and gear are still being used. The organization supplies the secretariat to the recently established Inter-Pacific Fisheries Council, which will seek to alleviate Asia's acute food shortage. The over-all aim of these international bodies is to bring about a rational exploitation of the vast water-falloos of the world, covering about three-fifths of the globe.

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Notes By The Way

Mr. Tuley, like Sir Robert Borden, had his birthplace in King's County and the Annapolis Valley can claim another title to its fame besides its well known apples. It may be hoped that the return of this great son to his native province will cause other former Nova Scotians to consider the possibilities of this part of Canada and whether they do not have some obligation to help develop our resources and make them better known. — Amherst News.

A piece of Scottish land — six miles long and two miles wide — at Culbin, near Nairn, on the Moray Firth, given up for centuries as a useless desert has just given its first yield of rich timber. In future it will supply large quantities of pit props for United Kingdom mines, and within a few years this 28,000 acres waste of rolling sand will become one of the richest forests of Britain. It has taken man 28 years to undo the damage wrought by a gale in a single night in 1694. For generations back in Scotland's history, Culbin — the granary of Morayshire — was a flourishing agricultural area. Twenty-eight years ago the Forestry Commission took over the waste. Early efforts to stem the tide of sand by growing trees failed. Now it has been saved by thatching. Today 4,000 acres have been planted with Corsican pine, Scots pine, and Lodge Pole pine. The remaining 2,000 acres are to be treated similarly. — UK Information Office.

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