

THE GUARDIAN

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

CHARLOTTETOWN, WEDNESDAY, JULY 14, 1948

Chignecto And Hydro Electric

Of Maritime-wide interest is the proposal,
emanating from Mr. Herbert Cooper, of the Fed-
eral Department of Reconstruction, of combin-
ing hydro-electric power development with the
construction of the Chignecto Canal. The Sack-
ville Board of Trade has invited Mr. Cooper to
visit the town for a conference on this subject,
and the result will be awaited with much inter-
est.

According to the Saint John Telegraph-
Journal, Mr. Cooper's proposal envisages these
far-reaching consequences:

1. The canal, which would inject new life
into the regional economy of the Maritime
Provinces, and would benefit also the ship traf-
fic travelling between St. Lawrence ports and the
United States, West Indies and South Amer-
ica. It would be a valuable asset, as well, to
Canada's defensive position, giving shipping the
opportunity to use a protected inland route
instead of an exposed sea lane.

2. The hydro-electric development, which
would make urgently-needed power available for
industrial expansion.

3. Drainage of adjacent marshlands, to re-
claim valuable soil for agricultural use. If the
canal were built, much of the presently-planned
construction of dykes and aboideaux would be
unnecessary.

The idea involves the building of one big
dam, between Black Point on the New Brunswick
side and Minudie Point on the Nova Scotia side.
The dam would hold the water at a controlled
level lower than the level required to make drain-
age of the marshes possible. For this reason it
would be unnecessary to erect dykes and aboideaux
along ninety per cent of the West-
moreland County shore and 100 per cent of the
Cumberland County shore, in the opinion of the
Federal department expert. The area represents
about 20,000 acres of the approximately 75,000
acres involved in the current Maritime marsh-
lands reclamation scheme.

The proposed hydro-electric development
would be about 120,000 horsepower—a very
sizeable block of energy for the power-hungry
Maritime Provinces—and would be based on the
one-way flow of water from the high tides of
Fundy through the nineteen-mile man-made
channel into Northumberland Strait. It would
be a "low head" turbine project, and this would
require a wide canal, as the lower the head the
greater volume of water is needed to go through.

The Telegraph-Journal argues with good
reason that "the advantages which would
accrue to the Maritime Provinces and the
nation as a whole from the combined
potentialities of Chignecto are so great, and so
obvious, that they can no longer be overlooked
by those who are in a position to launch a full-
scale official survey."

The Railway Problem

In the opinion of the Halifax Chronicle, it
is unthinkable that the Government will permit
the railwaymen to go out on strike. The men
know that, and the knowledge encourages them
to stand firm. It is obvious that the companies
will demand new rate schedules to compensate
themselves, and what Government, under the cir-
cumstances could refuse them? But increased
rates, passenger or freight, will certainly give
prices another little boost all round. Ultimately
the increased wages gained by the threatened
strike will be swallowed up in higher prices, and
inflation will have been given another hoist.

Meanwhile, the Provinces protesting against
the freight rates increase have a real grievance.
The original 21-per-cent increase has already
damaged their business and threatened their
future. They cannot afford to be fobbed off by
some governmental attitude of laissez-faire —
with some casual formula of "Well, you see how
things are." When seven out of nine Provinces
develop a common point of view, that point of
view almost becomes a national one. It cannot
easily be brushed off by an embarrassed govern-
ment.

EDITORIAL NOTES

- Entries for Covehead Races close today.
St. Peter's Bay Regatta and Tea Party to-
day.
Opening Hospital Dance at Souris this eve-
ning.
International Fur Breeders Style Show and
Dance tonight.
Farm produce prices were never higher than
at present. Nor the cost of living.

"To be, or not to be?" is what both railway
men and public would like to know for sure.

What are we going to do with our enormous
hay crop? is a question agitating some farmers'
minds.

His Excellency the Governor-General and
family now in residence at Dalvey. Let us keep
the Union Jacks flying.

The City Council seems to be divided on
the question of the Market site for the bus termi-
nal. Or is it only on who is to collect the
rent?

New Brunswick had a unique experience
the other day when hail as large as baseballs
fell. Saint John was, according to the voracious
reporter, "literally bombed from the skies for
five minutes." Yet no casualties were reported—
pedestrians and autos no doubt having made for
the nearest shelter when the baseball bombs be-
gan to fall.

A Balkan hereditary Prince has arrived in
Canada to go to Saskatchewan to earn a living
as a labourer on a farm. That seems to be what
we are all coming to—according to British
Health Minister Bevan anyway—from low de-
gree "vermin" to high degree Saskatchewan
C.C.F.'ers.

Nothing succeeds like optimism in insuring
happiness if not prosperity. Sydney, N. S., is
basking in the sunshine of hope deferred by
looking forward to the day 20 years hence when
it will, it is hoped, become the centre of the steel
industry due "to the gradual working out of the
Mesabi iron range in Minnesota. Provided, also,
if Quebec will allow Labrador exports to escape
her clutches.

Tourists are not affected by the change in
the Highway Traffic Act, as was erroneously stated
yesterday. The Act requires that where a
person living in this Province purchases or ac-
quires a motor vehicle, truck or trailer in an-
other Province or country and brings it here, he
must register it with the Provincial Department
within ten days.

Butter has now the prospect of another com-
petitor in addition to oleo-margarine. Scien-
tists say that some day housewives may cook
with tree fat. There's a new process to separ-
ate into rosins and vegetable oils the "goo"
that's left over when woods are cooked up for
paper pulp. But there's a catch—it's not known
yet whether the cost of making the oils edible
can be made to justify itself in competition with
dairy produced butter.

Snow removal will be simplified for the C.
N. R. when its combined loader and melter be-
comes available. The new equipment, which was
tried out in Montreal last winter, clears snow to
two and a half inches below track level, scooping
it by scraper and conveyor belt into a 12,000
gallon melting tank. The machine is reported to
do 10 days snow clearing in 40 hours.

All horror films have been banned by the
Australian Commonwealth Film Censor (Mr. J.
O. Alexander). "This type of film," Mr. Alex-
ander says, "has no cultural entertainment value,
and its appeal extends to only a very limited sec-
tion of the community—people whose outlook is
such that their minds should not be fed on films
of this nature. In addition, such films are a
potential source of danger to women who are in a
delicate state of health."

This may belong to the category of dis-
interested advice. The consumer section, Do-
minion Department of Agriculture, announces
that the housewife could still find bargains in
meat, if she has trained her family not to de-
mand steaks and chops as a daily dinner dish.
It suggests as a real bargain, calf, lamb or beef
tongue. The department also recommends that
the housewife make good use of her meat left-
overs so that the family will think they are get-
ting something different. It recommends meat
casserole. Or perhaps even "hash."

Powers-that-be here and elsewhere seem
determined to make our flesh creep with tales of
disasters and revolutions. The latest from Paris
is to the effect we run grave risk of being bur-
ied alive. The General Council of the Seine De-
partment report that at least 80 people there
are buried alive annually, one councillor de-
claring that the number of premature burials
might reach 8,000 annually throughout France.
It used to be said in the U. S. A. "see Paris and
die!" Now it may be more correct to say "visit
France to be buried alive!"

Suppression of school reports is now being
advocated in the interest of security of peace of
mind of the failures. The Bristol Education Com-
mittee has decided to stop supplying school pass
lists for publication in local newspapers—to
spare embarrassment to boys and girls who fail.
A ministry of education official didn't think the
method would keep failures a secret. It was quite
obvious, he said, that "neighbours will know
which children have passed whether results are
published or not."

Destruction of the Bastille, this date 1789.
Used to detain French political prisoners and
associated with despotism, it was stormed by the
populace and destroyed with every accompani-
ment of violence and bloodshed. The date has
since been observed as Fete Nationale. Its deep
underground dungeons have given rise to many
stories of wretched captivities: "People who
share a cell in the Bastille, or are thrown to-
gether on an uninhabited isle, if they do not im-
mediately fall to fisticuffs, will find some pos-
sible ground of compromise." R. L. Stevenson,
Virginibus Puerisque.

Town planners should note that the British
Minister of Town and Country Planning, Mr.
Silkin, announced recently that a new town is to
be built in Essex which will be suitable for a
population of 50,000 people. It will be named
Basildon and, within 10 to 15 years, should pro-
vide a model of town building for the whole of
Britain. Seven local authorities and other inter-
ested bodies unanimously agreed on plans for
this new town at the Ministry recently. An area
of about 7,000 acres is to be designated as a
site under the provisions of the New Town Act.
On this will be built homes for all classes of the
community together with proper facilities for
communal activities and a varied range of in-
dustrial activity.

-Notes By The Way-

A new type of fighter plane is
piloted by a man lying on his
stomach. Thus the army that
marches on its stomach is joined
by the air force which flies on its
stomach. And all because we can
still stomach the thought of war.—
Woodstock Sentinel Review.

In the South Porcupine area a
man tossed away a burning cigar-
ette end, and set a bush fire which
four men spent two days in putting
out after it had burned over 150
acres. A fine of \$25 for the careless
smoker was certainly not severe,
but it may make him think twice
next time. — Ottawa Journal.

In South Africa a native woman
being dragged under water by a
crocodile gained her release by bit-
ting the croc on the nose. "Here,
here," exclaimed the crocodile, his
mouth naturally opening as he ex-
claimed, "who's doing the biting in
this river?" — Toronto Star.

A watch that will never run
down, pain that will not peel,
buttons that laundry will not be
able to tear from clothes, are some
of the items that have been re-
cently invented by American scien-
tists. What requires yet to be de-
vised is a method for keeping peace
among the diversified peoples in
this restless and troubled world.—
Moncton Times.

In taking a backward glance at
recent rain-making experiments in
the Prince Albert district, which
apparently were successful, and as
subsequent downpours, it seems
safe to say that all Ma Nature ever
really needed was a nudge or re-
minder. If the rains of the past
few days have demonstrated what
the old girl can do when her com-
petitive instincts are aroused, then
the next challenge facing science
will be to find a way of turning
off the tap. — Prince Albert Ter-
rald.

Add pathetic figures department:
The city traveller we met recently
carrying two sample cases of smok-
ers' supplies. His firm duly tur-
nished him with a car to cover his
daily round. On its stationery, am-
bitious of world trade ambitions
are depicted—a plane, ocean liner
and streamliner railway train, with
the terrestrial globe for background.
What's wrong with the picture? He
goes afoot all day—if he tried to
park his car downtown he'd lose
half his working day starting, top-
ping and picking up traffic tickets.
—Montreal Financial Times.

Well over 75 per cent of B. C.
veterans who went into
business for themselves are now successfully
re-established. Only about one vet-
eran in 20 of those who have drawn
"awaiting returns" benefits while
building up a business or a farm
have prospects to be assessed and
3.2 per cent more are classed as
doubtful. But taken altogether,
these figures issued by the B. C.
office of the Department of Vet-
erans Affairs make up a most
cheerful set of statistics. The plain
inference is that the veterans have
planned well, been counselled wise-
ly and financed adequately. —Van-
couver Sun.

There is an old theory among
city people that almost anyone
with the will to do a little manual
labor could start farming and at
least have enough to eat and a
roof over his head. In recent years
this theory has received a jolt as
a result of a great many city peo-
ple trying the job only to find that
raising food and keeping ahead of
plant and animal diseases requir-
ed a lot more "know-how" than
the average person had ever
thought of. Now the Department
of Agriculture comes along with a
statement that of 63 farms recently
included in a special study the
average investment per farm a-
mounted to nearly \$15,000 or about
\$133 per acre. The truth is that
modern farming is as much a busi-
ness as the operation of a store
or small manufacturing plant and
requires just as much business skill
and a lot of technical and very
practical knowledge. — Ottawa
Journal.

Lambeth Palace was struck hard
and often during the war. In 1941
fire bombs burned half the mag-
nificent hammer-beam roof of Jux-
xon's great hall and many of its
bookcases. Last year it still lay
derelict. Today it is restored to its
original condition. Not only the
structure has been restored but also
the intricate carving of the
roof. The original oak has been
cleaned and the new oak left in its
natural state; they cannot be dis-
tinguished. The floor level is as it
was in Juxxon's day, and the old
dais has been restored. The inter-
ior has, if anything, been improv-
ed, and the exterior, too; for the
tiles with which the roof has been
hung blend better with the brick-
work than the slates of the early
part of last century. —Manchester
Guardian.

If you are vacationing in some
other part of the country and
someone wants to know where
Buffalo is located, you can tell
them this: "Buffalo is down the
road a piece from Niagara Falls."
Don't worry, Buffalonians won't be
peevish. The description comes
from their own Chamber of Com-
merce. True, the chamber turned
it around to say that Niagara "falls
is up the road a piece" from Buf-
falo. But it means the same thing
doesn't it? The Buffalo Chamber
has also started a campaign to
have Niagara frontier visitors stop
there before coming to Niagara
Falls. Well, you can hardly blame
it for that, can you? Certainly you
wouldn't expect visitors to go to
Buffalo after they see Niagara
Falls! —Niagara Falls, NY, Gazette.

PUBLIC FORUM

This column is open to
the discussion by correspon-
dents of questions of interest
The Charlottetown Guardian
Does not necessarily endorse
the opinion of correspond-
ents.

TEMPERANCE EDUCATION

Sir,—Now that the plebiscite is
over one's mind turns to the ex-
pense (at least mine does) that
this problem of liquor has been to
the Prince Edward Island public
and to Canada generally over a
period of years. To be or not to
be, that is the repeated question,
whether it is nobler in the mind to
adopt one form of control or an-
other, or any at all; and which
would be the most sound, adequate
law to meet the needs of the tem-
perate, control the intemperate and
satisfy the teetotaler in the barg-
ain. So far, I think, that law has
not been created yet I wonder if
it is possible to legislate the tastes
and habits of the intemperate in-
dividual with any marked results
or degree of success.

It is easy to make laws, perhaps
almost as easy as making sugges-
tions, but the process of frequent
change is expensive also; trying to
enforce them, to the satisfaction of
all, is extremely difficult if not
impossible—and thereby hangs a
tale. However, I would not care
to suggest that we could carry out
this imperfect world without laws
I'm sure, and undoubtedly shall
continue to require the efficiency
of our present system of protection.
At the same time, if the public is
seriously concerned over the fate of
the intemperate population, so con-
cerned that they repeatedly try this
law and another, never seemingly
able to hit upon the ideal and sat-
isfactory one, why not go a bit
farther and out into the realm of
education to find out if anything
can be accomplished through that
source to curb this apparent men-
ace? Why not try, by adding to
the public school curriculum, an-
other course of study, one called
"Temperance in all things." A
course beginning at kind-
ergarden and extending through
Public and High School. What an
interesting subject! Equally as im-
portant if not more so, than read-
ing, writing, etc.
The question arises, who will
create such a course of study? or
our minds naturally turn, a bit
cautiously perhaps, to the intellect-
ual world. There, I am sure, may
be found many adequately equip-
ped and trained minds in the field
of ethics or perhaps psychology, to
create and carry out this gradua-
ted course of study. The results of
such training and education, ap-
plied daily, would not appear in
any time perhaps to any large ex-
tent, but one could feel, that the
basis of something really effective
had been established and that pub-
lic money was being spent con-
structively.
I am, Sir, etc.,
M. L. F.
Charlottetown.

Old Charlottetown
(And P. E. I.)

STATUTE LABOUR

From the day of his arrival in
the Island, Governor Patterson
took much interest in the building
of roads to connect the more im-
portant centres of settlements. He
saw that without public highways,
the progress of settlement in the
colony must be slow. In November,
1774, he consulted his Council as
to the enactment of a law for the
building and carrying on of public
roads. He proposed to find provi-
sions for the people who worked
on them, and required the Council
to furnish an estimate of the time
that each resident should work on
them. In short he proposed to in-
troduce the statute labour system.
Council were of opinion that all
persons above the age of twenty-
one, residing on the Island, should
be looked upon as proper to be as-
sembled for the making of the said
roads, except actually indentured
servants. The inhabitants were divid-
ed into classes, whose respective
periods of time to be given to the
road work were as follows.
Housekeepers, 1st. Class—18 days.
Housekeepers, 2nd. Class—12 days.
Housekeepers, 3rd. Class—6 days.
Tradesmen—9 days.
Labourers—6 days.
The Board were also of the op-
inion that the "proprest" season
of the year to commence operations
would be the beginning of October
in each year. The writer has not
met with any report of the results
from these proposals.
—Warburton's History.

Building Materials
And Labor

(Canadian Bank of Commerce
Monthly)

The output of steel ingots in
Canada during April and May this
year continued the trend that had
been in evidence throughout the
first quarter, namely a higher vol-
ume than for the corresponding
period of last year. If this increas-
ed production keeps up during the
balance of 1948, and there are
signs that it may expand rather
than contract, about 100,000 tons
more will be turned out this year
than last.
The official preliminary esti-
mate of Canadian lumber produc-
tion for the first three months of
this year was 1,131 million feet
board measure, fractionally higher
than for the same period of 1947.
Production was down sharply in
the Maritimes, Quebec, Manitoba
and Saskatchewan, and less notice-
ably in Ontario, but this loss was
offset by increases in Alberta and



BEYOND THE FENCE

Beyond our fence a blackbird
wakes the dark
With eager call—
Hour-long he piles the ebbing night
With song on song
'Till day bursts full across the sky—
Then is he still.

And while the blackbird carols
here,
Beyond the fence
A fiddler in the city shakes off
sleep.
And from its case
Takes lovingly the violin, tuning it
softly
In the early light.

One note he plays to start the tone
drawn thin
Through the still night.
Then half a measure and the single
phrase
And the full page
Hour-long unwinds the vibrant
thread of sound
Through the still air.

With the bow light yet firm.
The fingers sure, the tone held
true,
And even the bright desire to tell
his song
In a voice like sunlight piercing the
heart—

I love the blackbird for his faith-
ful tune
Against the night—
And wait to hear the four brave
strings
Speak out with songs
That flash like sunlight into shad-
owed hearts
Beyond this fence.

To Climb the Stairs or
Take an Elevator?



TO bring up a family today without the pro-
tection of life insurance is as foolish as to
neglect to use an elevator in a skyscraper!
Comforts, conveniences and facilities
unknown to our forbears are now an
essential part of living. To enjoy them
and at the same time accumulate
large sums of money through la-
borious step-by-step saving is im-
possible to most earners. Yet it is
disastrous to take too much for
granted and forget about the
future.

How, then, can a man of
modest means protect his de-
pendants against financial
hardship in case of untimely
death — or himself against
the hazards of declining
years?

The answer is by taking an
elevator — Life Insurance.
It can whisk a family to
the level of a protected
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the pen. It provides in-
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years without unreason-
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the economic field to en-
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safely in the modern way.

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