

THE CHARLOTTETOWN GUARDIAN

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

FRIDAY, SEPTEMBER 26, 1947

Island Tourist Prospects

"The keynote of the success of the tourist industry on Prince Edward Island," reported the Advisory Reconstruction Committee to the Provincial Government in 1945, "is the two matters of accommodation and transportation; because our natural attractions are so great that if those two matters are properly taken care of the tourist industry will within a few years rank second in importance to agriculture in this Province in amount of revenue brought into the Province."

This is a timely reminder in view of the successful tourist meetings which have been held in Charlottetown this week, at which prospects affecting all the Provinces were discussed by outstanding authorities. We have still a long way to go in this Province before all difficulties in connection with tourist accommodation and transportation are solved, though undoubtedly we have made some progress this year in the acquisition of the new car ferry Abegweit, the improvement of the Railway wharf at Charlottetown, and the provision made at the last Legislative session of a capital sum to provide loans for improved tourist housing, catering and general hotel accommodation.

Much remains to be accomplished, however, before we can fairly claim to be tourist-conscious in this Province, or be in a position to capitalize fully on our magnificent summer holiday advantages.

One requirement, as noted in the Reconstruction Committee report above referred to, is the immediate construction of additional ferries for the Borden-Tormentine service, designed solely to carry automobiles, trucks, and buses. "In our view," says the report, "such ferries would be more economical to operate than the large ice-breaking ferries and consequently in the summer months could make more trips at the same cost and thus give greater service to the travelling public." That this suggestion is not merely wishful thinking is evident from the speech from the Throne at the last session, in which it was stated that the new docks at Borden and Tormentine, now under construction, "will provide a much needed improvement, and will facilitate the establishment of supplementary boats for motor car traffic when they are completed." Here, then, is Objective No. 1 for those interested in our tourist trade.

The Reconstruction Committee report lists many other needed improvements, such as better railway passenger service; more intensive air and bus transportation development; improved highways, including Charlottetown to Borden by the shortest route with a branch from Tryon through to Albany, and adequate highway facilities from Wood Islands to Murray Harbour, Murray River, Montague and Millview; the construction "as quickly as possible" of the proposed Brighton and West River bridges; re-establishment of steamship passenger and freight services between Charlottetown and Montreal and Boston, as well as of regular summer motorboat services between Charlottetown and Bonshaw, and Mount Stewart on the East River; immediate construction of more accommodation at the National Park; establishment by the Provincial Government of courses in preparing meals and catering in other ways to tourists; more encouragement to island handicrafts; improvements to ponds and trout streams; closer study of deep sea fishing as a tourist attraction, as well as development of fish and game facilities generally; establishment of a Provincial museum at the earliest opportunity, with further attention to preservation of historic sites and monuments, etc., etc.

A great majority of the Reconstruction Committee's recommendations, made two years ago, still remain unimplemented. This fact should be an incentive to further effort on the part of all concerned with our tourist prospects. There is little doubt, as the Committee maintained, that the industry could be developed to a point where it would be second only to agriculture in our island economy. There is also the prospect, with the further expansion of air travel, that the Island could be developed into a popular winter resort. It is really time we stopped complaining about our "severe" winters, as well as our isolated position generally, and started turning these so-called handicaps to account.

Births On Increase

The number of births in Canada in 1946, according to the Dominion Bureau of Statistics, was 325,805—easily an all-time peak figure. Canada received last year 71,000 migrants, including the quite exceptional arrival of more than 50,000 British war brides and their children. Taking the totals as they stand, Canada in 1946 acquired nearly five times as many new citizens by the birth of Canadian boys and girls as by immigration.

Canada's rate last year, 26.5 births per thousand of population, was the highest in more than twenty years. The reunion of many households by the return of husbands from overseas is an obvious explanation; yet it seems at least possible that a fairly long-term upward trend in births is happening. In the late 1920's Canada's birth rate stood around 24 per thousand; it fell steadily through the 1930's to a low point of about 20 at the end of the decade. Since the

outbreak of war there has been a gradual climb to the 1946 peak.

From country to country, there is a wide variation in birth rates. In France, when the population was actually declining, the figure fell as low as 14; in some of the crowded but backward lands of the Near and Far East, it rises nearly to 40. But there may also be a variation from age to age in the same country. Britain, now only moderately prolific, had a birth rate of 35 in mid-Victorian times.

In one part of Canada, notes an exchange, the large family has never gone out of favor. Quebec's birth rate last year was about 30, as against 26.5 for the country as a whole. This gap has been constant for a generation, while another gap has narrowed almost to vanishing point. It used to be true that Quebec's more rapid increase was partly offset by a higher death rate. But for French Canada, as for the whole Dominion, the death rate is now nearly stabilized at about 10 per thousand.

EDITORIAL NOTES

Farmers meeting today.

The Equinoctial gales having spent themselves, we should have a continuance of our fine weather.

Without the farmer coming in to sell his livestock the town will soon take on an almost deserted air at week-ends.

It is said that the British system of government is soundly based on profound mutual distrust. There are checks on the power of every estate. It begins to look as if the U.N. is going to develop along the same lines.

The Beautification scheme is working wonders in both rural and urban centres. Nothing succeeds like success, and in this connection all credit is due Col. Johnstone for his initiative, his resourcefulness, and above all, his perseverance.

Sixteen European countries have submitted a report of their needs in accordance with the Marshall Plan. One reason why the United States should not forbear to supply is the blunt statement of Foreign Minister Carlo Sforza that if his people do not get bread within two or three months there will be a revolution in Italy.

The King's County Plowing Match at Dundas was an outstanding success due to the popularity of the venture and the vigour with which it has been pursued by officers like Mr. L. S. Hunter, Bridgetown, President; Mr. Joseph G. Campbell, Poplar Point, vice-President, and Mr. Albert Acorn, Cardigan, and an enthusiastic committee.

Yes, Dalvay will be a white elephant to the Government unless the suggestion to improve and extend the summer hotel be put into effect. The Federal Government have plans to extend the public thoroughfare in the National Park at a cost of half a million dollars. Why not spend a quarter of that to make Dalvay the Maritime attraction for American and Upper Canadian summer vacationists? What is worth doing is worth doing well.

Premier Jones is a farmer first and foremost, and allows nothing to interfere with what he believes in the best interest of farmers. Hence, notwithstanding strike and other worries, he finds time to tell the Amherst Fair directors that he will have pleasure in formally opening the next Winter Fair, and that his daughter, Miss Vimy, will give an exhibition of saddle horses and riding—an almost forgotten accomplishment.

The appreciation expressed by the Rt. Hon. Mr. Fraser, Premier of New Zealand, and the High Commissioner of the Dominion for Canada, of the hospitality and bonhomie provided by the City of Charlottetown to New Zealand airman in training here during the war, is something to be treasured by all our citizens, to whom it is addressed through His Worship the Mayor. It is to be hoped that the Mayor and City Council will see that this testimonial is properly framed and hung in the Council Chamber.

Relics of Canadian military glory of the early years of the present century are now visible in the form of parts of oldtime uniforms recently declared surplus and sent to War Assets Corporation at Montreal for disposal. They are patrol jackets and "sergios" used as the undress uniform of militia units at the beginning of this century, and more than 3,000 items marked as "used but in good condition" are in care of the Montreal Branch Sales Office of the Corporation available for new owners, whether theatrical costumers, bands in need of appropriate dress, or needleworkers skilled in the transformations required in families where children can be fitted into clothing from their elders.

Jam and jelly making is supposed to conclude this date, except for apples and plums. The jelly-making season may be said normally to extend over three months, July to September, beginning with strawberries and going out with apples and plums. Great care is exercised in the selection of a dry day, says a chronicler of the operation, to insure the proper thickening of the boiled juice. As is well-known, this last circumstance constitutes the most critical part of the process; and the obstinate syrup, resolutely refusing to coalesce, not unfrequently tries sadly the patience and temper. In such cases, continues this ancient authority, there is no remedy but to boil the mixture over again with an additional supply of sugar, the judging of which, by the way, is a fertile cause of the difficulties of getting the juice thoroughly inspissated.

Notes By The Way Maritime Freight Rates

Nearly 150,000,000 pounds of tobacco are expected to be harvested in Canada this year. There's a lot of puffing for you and quite a lot of puffing is being expended in curing and other work required to process it properly. —St. Thomas Times-Journal.

The moon of the first quarter gives slightly more light than at last quarter. The Bulletin of the General Electric Research Laboratory reveals. This is because of the distribution of the darker areas on the moon. The eastern half of the disk as we see it contains a larger proportion of these dark areas than does the western half. At first quarter, it is the western half that we see.

Last week the management of the Kansas State Fair asked for an injunction against any local rannaking while the fair was in session. This action instances the pluvial success which has been achieved this Summer on various occasions by the fairly simple process of having a plane drop dry ice on the top of a cumulus cloud, thus setting in motion a process whereby the chilled cloud discharges raindrops. —New York Herald Tribune.

The chicken supper season will soon be with us. If you want to inject your optimism restored, journey forth to your supper at one of our surrounding country churches. Your faith in human kindness will soar. Plenty to eat — pass your plate back for more well-browned bird, and help yourself to vegetables, hot gravy, salads, jellies and pickles. Heavy coffee, cakes like ambrosia, and plies of luscious crispness. Yes, if you think Canada is going on the rocks just buy a ticket for a fowl supper, and you will change your opinion. —Chatham News.

A Melbourne business man interested in steel towers wanted to get in touch with his opposite number in another firm. But he dialed his own number and the call came to his own switchboard on another line. His own telephoneist asked him what he wanted and he said he wanted to speak to the man dealing with steel towers, and could not remember his name. "His line's engaged," said the girl. "Will you wait?" "Yes, thank you," he replied. So the gentleman sat there for quite a while waiting for himself to hang up. He could be put on his own line to talk to himself. Eventually the telephoneist said: "Mr. So and So is still engaged." "Good Lord! I'm So and So," he said. —Australian News Letter.

We are a little intrigued by the story of that Medicine Hat merchant who received payment the other day of a loan he made 44 years ago. He grabbed a young cowboy with \$50 in 1902 — and never saw him again. Now, after all these years, he has received a letter from the borrower — written, apparently, from some distant place — enclosing the \$50 with circumstances that would provide a text for a little sermon on the fact that most people are honest, and that it pays to trust the human race. But the last sentence of the cowboy's letter is rather disturbing. It reads: "The debt has been bothering me lately, so I must be getting near the end of the road. Does this mean that the hearts of these disappearing debtors only soften when their arteries start to harden?" —Edmonton Journal.

A Nova Scotia woman has been charged with theft from her employer of merchandise valued at \$10,000. She is guilty, she has, of course, admitted. There are, however, some relevant facts which ought to be considered. The woman is 36. She had worked for this employer for 17 years. Presently, her present salary of \$15 a week is not adequate for an experienced employee. The total of the merchandise stolen, spread over the 17 years during which she was employed, would average \$11 a week, bringing her "salary" to \$22 weekly. Incidentally, the employer who paid her \$15 weekly to an employee of 17 years' service was a co-operative society. The spirit of co-operation does not seem to have extended to treatment of the employees. —Owen Sound Sun-Times.

They aren't exactly giving tires away, but you aren't shocked out of your shoes when the tire man tells you the price. The example of what has happened in this industry should be good medicine for our inflation hysteria. It says we don't have to be so hopeless about prices generally. Given production equal to demand, prices come down. The supply of tires caught up with demand rather early. You don't have to know somebody to get a tire. You don't have to beg. The shoe is on the other foot now, and it is the tire man who does the selling—against competition. Result: Tires are selling in the neighborhood of prewar prices. Dr. Arthur W. Bull, director of development for a large manufacturer, reports that the combination of natural and synthetic rubber produces a tire of much longer life. He even claims that the tire dollar now buys double the mileage of the 1939 dollar. We reserve our right to be skeptical of that sensational figure for the present, but the main idea stands. Technological improvements plus the urge to sell tires are giving the public a reasonable dollar's worth. —Kansas City Star.

(St. John Telegraph-Journal) A report which the Maritime Transportation Commission presented to the Maritime Board of Trade emphasized that, in the event of freight rates being raised, "the issue of paramount and vital importance to the Maritimes will be the maintenance of freight relationships established under the Maritime Freight Rates Act of July 1, 1927, and subsequent thereto."

In short, we must insist that rates are not raised more in this region of Canada than they are elsewhere, so that the balance will not be upset in the way it was from 1912 to 1927, when such a blow was inflicted on our economy. The measure was passed because the three eastern provinces were able to demonstrate to the Royal Commission on Maritime Claims, which held sittings in 1926 under the chairmanship of Sir Andrew Rae Duncan, that from 1912 to 1926 our freight rates were boosted ninety-two per cent, compared with an increase of fifty-five per cent in the rest of Canada.

In its recommendations, the Duncan Commission noted that the Intercolonial Railway was operated from its completion in 1876 down to 1912 on a basis which took account of the requirements of the Maritimes and was in fulfillment of pledges made at the time of Confederation. When this ceased to be the case, New Brunswick, Nova Scotia and Prince Edward Island suffered. The Duncan Commission declared:

"We have come to the very definite conclusion that the rate structure as it has been altered since 1912 has placed upon the trade and commerce of the Maritime Provinces a burden which as we have read the obligations and promises undertaken at Confederation, it was never intended it should bear, and a burden which is, in fact, responsible in a very considerable measure for depressing abnormally in the Maritimes the standard of living and the general well-being of the people which had before 1912 on the basis and faith of the rate structure as it then stood."

Life In The Army Better Now (Ottawa Citizen)

Public support will doubtless be accorded the campaign which starts next month for the enlistment of four children were born in the military hospital there in July. Co-operative enterprises run by the officers, men and their wives includes stores, a garage, a beauty parlor, a nursery school, and various recreational projects such as a swimming pool, a moving picture theater and concert and dance. The army provides a library and an elementary school where 60 children are taught by army-hired instructors.

Canada's armed forces are small but apparently they are to be kept up-to-date. This gives an emphasis to general education and scientific and technical training far removed from the drill-ground routine of pre-war days. Though opportunities in civilian life are now greater for young men than ever before, an energetic recruiting drive should secure the quota required for the three uniformed services.

Scattered here and there without plan or order, rose cabin and log-house, the homes of one hundred and five settlers. No fortress in those days crowned the height, but close to the water's edge a breastwork was thrown up, from which were fired eight pieces of cannon. On the breast of the glacis, halfway between the summit and the water, a deep excavation is still visible, where stood the barracks for soldiers. A force varying in strength from thirty to fifty men, drawn from the garrison of Louisiana, was usually stationed at Port LaJoie, although the Governors had often complained of the unprotected condition of the place, and of the easy conquest it offered to any marauder daring enough to assault it.

"The usual landing place was at the mouth of the streamlet, which still threads its way down the valley, half concealed in luxuriant herbage. A bridge for foot passengers was thrown across, and which a road bending a little from the sea ran up the acclivity to the government buildings. These buildings consisted of a dwelling and offices for the Commandant, quarters for the soldiers and subalterns, a decaying structure which served as a chapel, a vaulted powder magazine, a bake house, a forge, three storehouses, one for clothing and dry-goods, the other for flour and provisions, and a third for molasses. There was also a residence for the doctor whose nearest neighbor was the Recollet Cure, Father Felix.

These buildings were constructed not of logs, but with posts and boards. When new they were neat

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URGENT GOVT. TO ACT KELOWNA, B.C., Sept. 24 (CP) — Delegates to the special directors convention of the Canadian Federation of Agriculture today called the Federal Government to declare the packing-house strike situation a national emergency and warned that "if

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