

THE GUARDIAN

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

CHARLOTTETOWN, THURSDAY, APRIL 7, 1949

"Canada 1949"

"Canada 1949, The Official Handbook of
Present Conditions and Recent Progress, has
just been issued by the Federal Government
under the editorial direction of the Dominion
Bureau of Statistics. Planned to give a balanced
picture of the general economic and social
structure of the country, the booklet serves this
purpose admirably and should prove of particu-
lar value to teachers and senior pupils in our
schools and colleges. This is the nineteenth
annual edition of the "Canada" handbook series.
Every year fresh material has had to be added,
and this has required expert revision and com-
pression. Anticipating Newfoundland's entry
into Confederation, prominence is given to a fine
reproduction in colour of a painting which hangs
in Government House, St. John's, showing the
Cabots leaving England in 1497 on their voyage
of discovery of the New World.

Also beautifully displayed in colour are the
coats-of-arms and emblems of Canada and the
Provinces. Official note is taken of the Lady's
Slipper as Prince Edward Island's emblem. The
emblems of the other Provinces are given as
follows: Ontario, White Trillium; Quebec, Maple
Leaf; Nova Scotia, Trailing Arbutus (or May-
flower); New Brunswick, Purple Violet; Mani-
toba, Crocus; Saskatchewan, Prairie Lily; Alber-
ta, Wild Rose. British Columbia, apparently, has
none.

One of the most interesting chapters in
the handbook is devoted to Agriculture, which
starts off with the reassuring statement that
this is still the most important single industry
in Canada, engaging about one-quarter of the
total population. The changes in the industry
since the war years are briefly reviewed. Inci-
dentally, the following information is given
on a subject which came in for considerable
discussion at the last session of our Provincial
Legislature:

"Potato Warehouses.—A policy was inaugu-
rated in 1947 whereby the Federal Department
of Agriculture provides cash assistance in re-
spect to potato warehouses constructed by Co-
operative Associations. The assistance amounts
to 37 1-2 percent of the cost of the warehouse
and is conditional upon the co-operative paying
25 percent and the Provincial Government where
the warehouse is located paying the remaining
37 1-2 percent. All warehouses must have the
approval of a Dominion-Provincial Committee
set up for the purpose in each Province in which
warehouses are to be built under this policy."

The booklet sells at the ridiculously low
price of 25 cents, which would scarcely pay for
the paper and makeup.

Children's Farm Income

There would appear now to be no reason
why farmers should not employ their own chil-
dren on their farms and pay them wages, and
thereby be permitted to deduct such expendi-
tures in arriving at their income tax. This ques-
tion was raised in the House of Commons the
other day by Mr. Diefenbaker, (P.C.—Lake Cen-
tre). Mr. Diefenbaker asked if this provision
applied to the 1948 income tax returns of farmers
generally throughout the country. In reply, Hon.
J. J. McCann, Minister of National Revenue, said
this was permissible. There is a catch in it, how-
ever; for if the individual earnings exceed \$400
the child ceases to be a dependent for tax-
ation purposes. The \$400 is applicable in years
up to January 1, 1949; under the new budget,
the amount is increased to \$500.

Asked how old a child must be before a
farmer may include him in his salary list, Mr.
McCann complained that this was "a sort of
catch question." He added that the child "should
be of such an age that his services would be
of some use to his father." In reply to a further
question, "whether the same regulations applied
to the children of storekeepers, and so on?" the
Minister replied in the affirmative.

The Cattle Industry

Ever since 1921, our livestock farmers have
been haunted by fear of loss of markets and low
prices. The tragic experience of the cattle in-
dustry following the adoption at Washington in
1921-22 of the Fordney-McCumber tariff was
repeated in the 1930's in consequence of the
Hawley-Smoot tariff, the general collapse of
world trade as a result of the raising of trade
barriers the world over, and the drought. The fol-
lowing interesting commentary on the cattle in-
dustry appears in the current "letter on Cana-
dian livestock products" issued by the Industrial
and Development Council of Canadian Meat
Packers.

"The year 1949 should be the year to start
rebuilding herds and this rebuilding will take
time. A cattle population in Canada of 15,000-
000 should not be too large a target. Each year
domestic beef consumption should be larger, due
to increased human population. Government esti-
mates of Canadian population have been 1930-
10,208,000; 1940-11,381,000; 1948-12,883,
000. The increase in our human population since
1940 has been 1,502,000. At the present per capi-
ta rate of beef consumption that increase rep-
resents an additional demand for 101,685,000
lb. of beef annually, which means approximately
203,370 carcasses or some 4,000 head weekly.

"Considering further expected growth of our
own population, plus the U.S.A. outlet now avail-
able, where the population is increasing at the
rate of 1,500,000 persons a year, there seems
little chance of producing beef in excess of our
outlets. In fact there is every likelihood that the
North American continent is soon going to be
short of beef to meet its own consuming de-
mand."

EDITORIAL NOTES

Some secondary roads are impossible at
this season. It is small comfort to those depend-
ent on them to reflect that not long ago prac-
tically all our roads would have been in that
condition.

A real hell for good and bad alike. A dis-
patch from the Kurdish province of Suleimaniyah,
Iraq says: "Three northern Iraq villages have
been swallowed up in a crater opened by an
earthquake."

Speaking of the R. C. A. F., the Governor
General recently said that although it is the
youngest of the three services it has traditions.
Traditions do not have to be particularly old to
be good. The important thing, he added, is not
to stand still but to add new traditions.

The Ottawa Journal, in an interesting sur-
vey of reading habits of parliamentarians, re-
veals that heaviest readers get to be Cabinet
Ministers; but, sad to say, once they get into
the Cabinet, they don't read as much as be-
fore.

The Easter recess of Parliament from Sat-
urday, April 9th., to Monday, April 25th. will
hardly prove popular with the members. There
is not enough time for political fence mending
and at the same time the recess is not short
enough to serve as an excuse for neglecting par-
ticular constituents.

Canadian citizenship certificates, which
proved so unattractive to the great majority,
have filled at least one need. A return in the
House of Commons indicates that in 1948, no
fewer than 11,155 out of a total of 24,334 issued
were for "new Canadians" as proof of status.

Agriculture Minister, Gardiner told the
Commons there is no more butter in Canada
now than there was a year ago, and at that
time the country did not have "quite enough"
at the end of the season. He was replying to
Hon. Earl Rowe, who asked if the Government
would remove from the market the "inferior
grade" Danish butter which was imported last
year, and now was "menacing" the Canadian
butter trade.

No less than 54,000 tons of gift foods have
been received in Britain from the Common-
wealth and Empire in the three years ending
December last. This was announced by the Min-
ister of Food, Mr. Strachey, in the House of
Commons recently. This figure is exclusive of
50 million gift parcels sent to individuals. The
food was sent for general distribution to the
people most in need. More than 1,900 hospitals,
2,500 charitable institutions and 1,800 schools
have benefited.

In seeking the protection and preservation
of wild life, Canada is following the lead of the
Mother Country. The British Lord President of
the Council, Mr. Herbert Morrison, has an-
nounced that a Nature Conservancy for Britain
has been formed. This body will have charge
over everything concerned with wild animal and
plant life and be responsible for their protection.
It has 16 members with Professor Tansley, who
is Professor of Botany at Cambridge University,
as chairman. The Conservancy will manage the
73 national nature reserves which are to be es-
tablished in Britain.

A new system of haulage has been invented
by an East England firm which will have a
far-reaching if not revolutionary effect on the
world's fishing industries. It consists of fluted
power driven net rollers which, as recent trials
have shown, have outstanding advantages over
the orthodox type. In the first place they ensure
better catches with far less damage to the fish.
Also, they impose less wear and tear on nets
and save considerable time for the captain and
crew besides cleaning up most of the rough side
of net drifting. Among other assets this new
system is lessening the arduous task of net haul-
ers during bad weather and heavy catches.

William Wordsworth, English poet, born
this date 1770. At twenty he visited France
where he became an ardent revolutionist until
the rise of Napoleon alienated his sympathies;
he returned to England where he lived quietly
at Alfoxden and Gosmere, and at Rydal Mount.
Became a friend of Coleridge and collaborated
with him on Lyrical Ballads. Other works include
two volumes of miscellaneous poems containing
perhaps his finest work, The Excursion and The
Prelude. Chief of the Lake Poets, and one of
the leaders of the romantic revival, he made
Nature—and man as part of Nature—his great
poetic theme; as his best his poetry combines
sublimity and purity:
We shall exult if they who rule the land
Be men who hold its many blessings dear,
Wise, upright, valiant; not a servile band
Who are to judge of danger which they fear,
And honour which they do not understand.

Free milk to undernourished children in
Saint John schools has ended for the season . . .
one month earlier than in former years . . . be-
cause of lack of funds. The fact is cause of con-
cern to teachers, who saw these children show
marked improvement both in their studies and
in physique during the last few months. This
was the announcement made by Mr. Travis W.
Cushing, administrator of the fund for the
schools, speaking for the president of Saint John
Free Milk Fund, Mr. F. Gordon Spencer. Mr.
Cushing noted also that absenteeism among
pupils was at a new low when milk was available.
During the last four months, 96,790 half-pints
of milk were distributed to needy children dur-
ing school hours. Of the 1,110 children receiv-
ing milk, 900 were in city schools and 200 in
country schools. Due to increased costs of milk
and a smaller budget from the Community
Chest Fund, when the increased objective was
not met, the fund officials were compelled to
limit the season of free distribution.

PUBLIC FORUM

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

ROCKY POINT FERRY

Sir,—Would you permit me,
through your valuable paper, to
make a request to the Department
of Public Works? (We from West
River and vicinity are told there is
such a Department, but we never
seem able to obtain visual proof).
Some time ago I received a let-
ter from a publishing company in
Toronto to the effect that they
would like me (or some one more
capable of the assignment) to
write an original and descriptive
article of P. E. I. for publication
in their educational magazine.
It occurred to me, What could be
more quaint, more original or
more interesting to up-to-date Cana-
dians in other Provinces, and—
yes—even to the majority in our
own Province, than to learn that
the R.C.A.F. are not the only ones
with whose daring exploits of res-
cue and hardship all Canadians
should be made acquainted, so that
those who carry out those hazar-
dous expeditions may receive their
just dues.

By the foregoing, I refer to the
men of Rocky Point who during
the past weeks were Rocky Point
and vicinity are receiving just or
fair? Why was our ferrying, the S. S.
Fairview, tied up at the wharf a
certain day last January when the
day previous the passage was as
clear and smooth as summer? Any-
one can vouch for the truth of this
statement, that the boat ran on
summer schedule one day in the
next day did not even attempt a
crossing. Why, last week was our
boat again "tied up" after making
one or two sailings, until a few
men went (by iceboat) to head-
quarters and demanded that cross-
ing be resumed—which it was
without inconvenience or delay.
Why, on April 4th, because an
ice-pan did make sailing
somewhat difficult, did the pas-
sengers have to resort to almost
"mob violence" before they were
finally ferried safely across—this
after night, when same could have
been done much earlier in the
evening?

We cannot help but think how
some of our daring and brilliant
Island sea captains in various parts
of the country would scorn the
idea of hesitation about making an
approximate two mile and a half
crossing simply because of the fact
that there was a small quantity of
ice to contend with.

The first years the S. S. Fair-
view was on the Charlottetown-
Rocky Point run—(Capt. J. Dou-
cette) it managed—with a degree of
hardship to the crew of course—to
keep the course open in the winter
till horses could cross the ice, and
it was back on schedule again in
spring as ever it was possible in the
Spring. In the winter of forty-eight
(Capt. T. Paquet) the Fairview
again battled the gathering ice day
after day, until there was no more
necessity of so doing, a "causeway"
having been made by Jack Frost,
quite safe and secure for man or
beast.

If it is the condition of the boat
that is causing such inconvenience
and discomfort to so many peo-
ple—well then wouldn't the proper
procedure be for the Government
to scrap it, and provide a modern
and dependable means of travel-
ling? Is there anyone who will not
agree to the course of the very
ones who should have the welfare
of the people, first and foremost
in their hearts and minds, the ones
who are betraying a trust impos-
ed in them when they were elected
to represent the people, and
satisfy their just needs, of which
this is one which has much too
little to be simply ignored, and cast
aside as not being worthy of con-
sideration?

As matters stand now, it will
probably be late spring or early
summer before the installation of
the new ramp at Rocky Point will
be completed, thus providing a
means of taking on board teams
of horses. If removed, the weight
of the old float had been postponed
until the boat went on its an-
nual "vacation"—(I say vacation
because surely if work was being
done on it all the time it's away
every spring, it would be in per-
fect condition to overcome sailing
difficulties) was at least have
had the comfort for the month of
April when road conditions, etc.,
are so difficult, of taking teams or
cars direct to Charlottetown.

I could mention other incidents
of our transportation requests, ser-
ious and necessary as they were,
being simply brushed aside as un-
important and not worthy of the
slightest consideration, but I do
not wish to take up too much of
your valuable space.

In the first paragraph of this
letter I mentioned a request to
the "D.P.W." Here it is—would
they be so kind as to oblige?

When we read of conditions in
other lands, and of those respon-
sible for same, or of other
wise, the actual state, or appear-
ance of things is verified greatly
by pictures. Would it not be im-
pressive, if the requested article
be written for magazine purposes,
to make it more real, more educa-
tional and more interesting by the
addition of photographs of this
primitive means of transportation,
the Rocky Point ferry, and the
"Rocky Point Iceberg" alongside
of the cars in hand, the heads of our
Government, and especially the

THE BOY SCOUT.



HIS OATH:
"On my honour, I promise
that I will do my best to do
my duty to GOD and the King;
To help others of all times;
To obey the Scout Law."

THE SCOUT HAS GENERAL RULES
OF DUTY, HONOUR, OBEDIENCE,
LOYALTY, COURTESY, THRIFTY,
FRIENDLINESS, KINDNESS TO
ANIMALS, etc., IS TAUGHT SELF-
RELIANCE, AND THROUGH THE
EXPERIENCE OF LIVING WITH
NATURE IN THE GREAT
OUT-OF-DOORS IS
BROUGHT INTO A
CLOSER RELATION-
SHIP WITH HIS GOD
AND HIS FELLOW
MAN...

FOR THE BOY IS THE FOUNDATION ON WHICH THE MAN IS
BUILT, AND HOW WISE SUCH A SOLID FOUNDATION!

The Poet's Corner

FROM "CYRANO DE BERGERAC"

I carry my adornments on my soul.
Do not dress up like a popinjay;
But inwardly, I keep my daintiness.
I do not bear with me, by any
chance,
An insult not yet washed away—a
conscience
Yellow with unpurged bile—an
honour frayed
To rags, a set of scruples badly
worn.
I go caparisoned in gems unseen,
Trailing white plumes of freedom,
garlanded.
With my good name—no figure of a
man,
But a soul clothed in shining
armour, hung
With deeds for decorations, twirl-
ing—thus—
A bristling wit, and swinging at my
side
Courage, and on the stones of this
old town
Making the sharp truth ring, like
golden spurs!

Lenten Meditations

The Times, London
RELIGIOUS MORALITY

Religion and morality issue from
interlacing activities of personal-
ity; history and experience show
that, though distinguishable, their
separation involves damage to
both. For ethics, the judgments of
the moral conscience carry their
own binding authority. Conduct
externally imposed, even if by al-
leged divine sanction, is not moral
apart from a confirming judgment
of conscience.

Morality requires freedom. Religi-
on is wider in scope than moral
activity. It is always, when re-
flection is sufficiently advanced, a
conscious relation to what is held
to be ultimate and enduring real-
ity; and the relation is necessarily
one of dependence. Hence a ten-
sion between the respective atti-
tudes essential to morality and
religion.

Christianity preaches universal
subjectivity yet confers universal
freedom. Christ and the truth
will make men free—but by bring-
ing them into captivity to their
obedience. Christianity renounces
independence as false in fact and
disastrous in practice. Conscience
is not a ready-made moral gauge
which, faced with choices, auto-
matically indicates right or wrong.
Conscience is socially mediated.

Men feel the imperatives of con-
science in varying degrees, but gen-
erally in the highest degree when
there is reasonable faith that moral
distinctions reflect something in
the nature of reality or of God.

Some standard of morals would
be necessary for health, and to
hold the community together, in a
world in which none believed in
God or in anything of eternal value;
but it is extremely doubtful whether
the finer graces of moral life
would flourish and increase in such
a secularized society. It is as if
comes home to them in sincere re-
ligion that men feel most strongly
by the constraint of the moral law.
The moral temper does not eas-
ily or normally exhibit the graces
of sympathy and humility, which
have flourished where divine grace
has been accounted higher than
impersonal law; and there is much
in the modern world to confirm the
judgment that, when religious faith
is absent, the graces of sympathy
are less keenly felt and less widely
recognized.

Old Charlottetown

(And P. E. I.)

FIRST EPISCOPAL CHURCH

In a speech in the House of
Assembly in 1790 Governor Fanning
said: "Since the last meeting
of the General Assembly I have
purchased a house belonging to
Captain Burns, a part of which I
have appropriated as a Chapel for
the performance of public Divine
Service during the time my Most
Gracious Sovereign shall be pleas-
ed to continue me in the Govern-
ment of this Island, whereby there
will be a saving of ten pounds a
year to the public which has heretofore
been annually paid for the
hire of a room for a church."

The erection of the church—
which along with the Military Bar-
racks constituted the first public
buildings of any kind erected in
Charlottetown—began on April 23,
1800. The progress of the work is
thus recorded in the Journal kept
by Benj. Chappell at that period:
"1800, April 23rd. Both of us
away to level the Square with all
the soldiers."

"April 24th. The Church Square
was levelled and finished by the
soldiers today."

"Nov. 4th and 5th. Offie (Mr.
Chappell's son) in the woods for
the church."

"Nov. 13th. Richard (Mr. Chap-
pell's other son) went to the woods
to get the church timber."

"1801, April 17th. Richard turns
the church ball for steeple."

"May 4th. At turning the turns
for the Church."

This closed Mr. Chappell's entries
regarding the building of the
church, and it is fair to conclude
it was about ready for occupation
at that time. . . .

The original site was the western
end of Queen Square near the site
of the present Market Building, on
land described as "all that part of
Queen Square lying west of Great
George Street" which at that time
ran through the centre of the
Square. All the western half was
set apart for church purposes, but
an exchange was later effected and
part of the eastern half of the
Square, originally intended for a
Jail, was taken for the church.

The building is described as hav-
ing a steeple on the west end, in
which was hung a bell. The interior
had a gallery across one end.
Over the communion table were
tablets containing the Lord's Prayer,
the Ten Commandments and the
Apostles' Creed. These tablets,
which were presented to the church
by the family of Governor Fanning,
were later transferred to the walls
of St. Paul's Parish Hall.

Notes By The Way

An Eskimo family and dog visit-
ed Toronto the other day. The story
goes that they received many sur-
prises, but none as great as that
experienced by their dog. Fido, or
whatever the Eskimo equivalent is,
began by sinking his teeth into a
reporter's leg. The surprise came
when the leg turned out to be an
aluminum one the war veteran
newspaper man was wearing.—
Woodstock Sentinel-Review.

Mining is Newfoundland's third
industry but with a record produc-
tion of \$21 millions last year it is
not so far behind the \$22 millions
of fishery products or the \$25 mil-
lions produced by the newsprint and
paper mills. Aided, of course, by
record metal prices, base metal out-
put last year climbed to new
heights and the value of iron ore
produced jumped to a new top.
Mine employment was at a high
level and now, backed by a strong
and thriving Canadian industry, it
is to be hoped that Newfoundland
mining will continue its upward
course. Within the limits of its
meagre appropriation the New-
foundland Geological Survey has
done excellent work. Important
parts of the island have been mapped
geologically and a high standard
has been set. The Dominion
Geological Survey has no immediate
plans for Newfoundland, it is un-
derstood, other than to continue the
projects that have already been put
in hand. Later on, it is likely more
ambitious programs will be under-
taken. Newfoundland mining, too,
will now have the benefit of the ore
dressing and other laboratory ser-
vice supplied by the Bureau of
Mines.—Northern Miner.

The Department of the Interior
is asked to start planning a sur-
vey to determine the cost of build-
ing a railroad to connect the U. S.
rail system with Alaska via the
Canadian railroads. The request
comes from Rep. Jackson of Wash-
ington State. The need of such a
connection became very evident in
the first part of 1942. The Japa-
nese seized two of our Aleutian Is-
lands and the whole territory was
imperilled. At that time the Japa-
nese Navy temporarily was top dog
in the Pacific because of the ruin
of our battle fleet in Pearl Harbor.
Considering the vastness and rich-
ness of Alaska it is a legitimate
question why our private railroad
system never tapped its riches.
We owned the land during a pe-
riod in which our railway web was
being spun at a rate of 10,000 miles
a year and upward. Was private
enterprise too timid? A forgotten
chapter of railroad history an-
swers that in the negative. Plans
for such a railroad had been pre-
pared by the late Edward H. Harri-
man in the early years of the cen-
tury. Harriman also had railroad
concessions in Manchuria. But he
became the Big Bad Wolf of rail-
roading in the trust busting poli-
tics of the first decade. After the
passage of the law giving the In-
terstate Commerce Commission rate
fixing powers, old fashioned rail-
road empire buildings came to an
end. Harriman's plans were never
realized. The only railroad that
Alaska got was a government-
built local line to Fairbanks and
the narrow gauge line built to
haul the Klondike gold rushers.—
Chicago Daily News.

The barges of Britain have long
been famed—or is it notorious—as
the concentrate of their country's
sturdy individualism. They and
often their families have made
their homes in their barges, and
one way of showing their inde-
pendence has been the colors and
decorative patterns with which
they have adorned their vessels.
While defying all artistic canons,
they have certainly added to the
brightness of the scene. Now the
Socialist government, through its
controlling executive, has ordered
all barges painted one uniform col-



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\* Olive
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LOOK!

THE KEEFE DRUG CO.,
Charlottetown, carry
The MacDougall's eczema
Remedy exclusively
If you suffer the tortures of
eczema, get a jar of this remedy
and watch the amazing results.
Something new and effective
now on sale.

The Age-Old Story

Lord, it is nothing with Thee
to help, whether with many or
with them that have no power.
Department which is so "original"
and retro-gressive as to resort to
this means of travelling.
I am, Sir, etc.
WEST RIVER RESIDENT.