

THE GUARDIAN

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

CHARLOTTETOWN, SATURDAY, JULY 16, 1949

Spuds And Transportation

Of the total cash income of \$18,978,000 from sale of farm products in Prince Edward Island in 1947, potatoes and turnips represented approximately \$5,000,000, livestock (cattle, hogs and poultry) \$7,500,000, dairy products \$2,575,000, eggs \$1,750,000. An analysis of these and other production figures in recent years shows the principal income from agriculture in this Province to be derived from the export of high quality seed potatoes. This fact is highlighted in the brief presented on behalf of the Prince Edward Island Government to the Royal Commission on Transportation, in which the following interesting comparisons appear:
In the year 1920 there were only 886 acres in Prince Edward Island entered for inspection for seed potato certification, as against 38,743 acres in the year 1948. Similar figures for New Brunswick which were 1413 acres in 1920 and 20,784 in 1948, show an increase of 19,335 acres as compared with the Prince Edward Island increase of 37,857 acres over the 28 years period. In the Province of Quebec, the 1920 acreage was 3869 and the 1948 acreage 2560. This shows a decrease of 1309 acres entered for seed potato certification. In Ontario in 1920 there were 472 acres and in 1948, 2536 acres—an increase of only 2064 acres.

The reason for the decrease in Quebec and the small increase in Ontario is due to the fact that a better quality of potatoes is grown on Prince Edward Island and the growers of Quebec and Ontario depend largely on Prince Edward Island potatoes for planting each year. The same condition holds true in many of the southern States, and even in the potato State of Maine quite a number of cars of Island seed potatoes are sold each year for planting.

This illustrates the tremendous factor in the economy of the Province which our potato crop represents, and in which, of course, must also be included table stock potatoes which are not expected to be of the same rigid standards as seed, but which in many cases really are. Freight rates in both cases have a most important bearing. In the 1947-48 season, 8873 carloads of potatoes were shipped from the Province—3344 of seed and 5529 of table stock. In addition 990,000 bushels, the equivalent of 1320 cars, were shipped by boat. A large part of the seed potatoes were actually shipped to other parts of Canada, mainly Ontario and Quebec, with a consequent high freight charge.

These are statistics which it is hoped will be carefully digested by the Royal Commission. They represent only one side of our agricultural economy, but they indicate the vital stake we have in the Commission's findings, and in the subsequent actions of the Government and Parliament in implementing them.

Senate Reform

Several newspapers have been urging Prime Minister St. Laurent to make a generous gesture which might have far-reaching and beneficial consequences—namely to appoint from among the more prominent of the defeated Conservative candidates three or four members to the Senate.

The Financial Post calls attention to the following points in this connection:
In recent years the prestige of the Senate has sunk alarmingly low. In detecting a few flaws in too hastily passed legislation some service has been received by the public from this extra and expensive form of government. On the whole, however, the Senate has been but a weak echo of the House of Commons. Where real, nonpartisan leadership was needed, it has failed to produce anything effective.

Though it doesn't have to face elections the Senate has proved just as vulnerable as the Commons to pressure from special lobbies.
And there is little hope indeed of any improvement if the usual policy in regard to Senate appointments continues to be followed. With a few notable exceptions only retiring stewards of the party in power have had a chance. The result, after fourteen years of continuous Liberal administration, is a Senate preponderantly of one party only, (74 Liberals to 15 Progressive-Conservatives) with no substantial correction possible in the foreseeable future.

Average age of Senators now sitting is 69.2 years. Their average life expectancy is 10.9 years. Unless Mr. St. Laurent goes outside his own party, there is very real danger that the Senate will become virtually a one-party house. For many reasons that would be bad. Then, under government of a different stripe, the cry for Senate abolition would indeed rise high and loud.

With thirteen vacancies still to be filled and some outstanding timber among his defeated opponents, Mr. St. Laurent has an unusual opportunity now to begin building a genuinely nonpartisan, experienced and useful upper house. By breaking with the old tradition, the Prime Minister could start restoring the Senate to its original role of acting as a mature, advisory body, free from party subservience. He would also be doing something worth while to offset perhaps the greatest weakness and danger in the next Parliament. This is the numerical weakness of the official opposition.

Finally in a most practical manner Mr. St. Laurent would be carrying out the pledge he made on election night "to ensure to all Canadians, in every province, of every race and creed and class, and of all political parties, the closest possible approach to equality of opportunity and to a fair share of the bounties with which providence has endowed our favored land."

EDITORIAL NOTES

Tomorrow Fifth Sunday after Trinity.
Lord Dufferin, Governor General, visited Charlottetown tomorrow's date 1873.

Most welcome week-end guests to Charlottetown are the C.O., officers, cadets and men of H.M.C.S. Iroquois.

The Roman Catholic excommunication decree for Communists is some confirmation that Communism for all its anti-religious dogma, is itself a religion, a heresy of Christianity.

One aspect of Island transportation facilities, our wharves, has not progressed but gone back, so that it is an agreeable surprise to have Alberton selected for long overdue development in that direction.

Trygve Lie, Norwegian lawyer and diplomat, born this date 1896; joined the Norwegian Labour Party 1912, appointed legal adviser to T.U.C. 1922, and became chairman; entered parliament in 1937, and appointed Minister of Trade, etc., and then Minister for Foreign Affairs; became General Secretary of United Nations in 1946; has published two books on Labour Law.

Welcome visitors to the Province this week are Defense Minister Claxton, Mrs. Claxton and daughter. Though their visit is regrettably brief, they were able to see something of the beauties of the Island in their motor trip yesterday from Summerside to Charlottetown. The Minister had good news for Summerside in the announcement of the contract being let for the erection of 150 housing units at the air station.

Stores are busier than usual these days. Department store sales rose sharply during the week ended July 2, the all-Canada figure averaging 27 per cent higher than in the same period last year, the Bureau of Statistics reported. Large gains were shown in all provinces except British Columbia where a small decline was recorded. The gain in the Maritimes was 34 per cent, Quebec 35, Ontario 41, Manitoba 28, Saskatchewan 47, and Alberta 33. The decline in British Columbia was two per cent.

With grandiose defence schemes the order of the day, perhaps it would be possible to eliminate one of the really great strategic weaknesses of the Western world, the week-end. Hitler made devastating use of the knowledge that so many people take off the same days of the week. Charlottetown's Wednesday is a break in the general pattern, but what is needed particularly in the armed forces, is such a staggering of holidays that an emergency can be dealt with whenever it may arise.

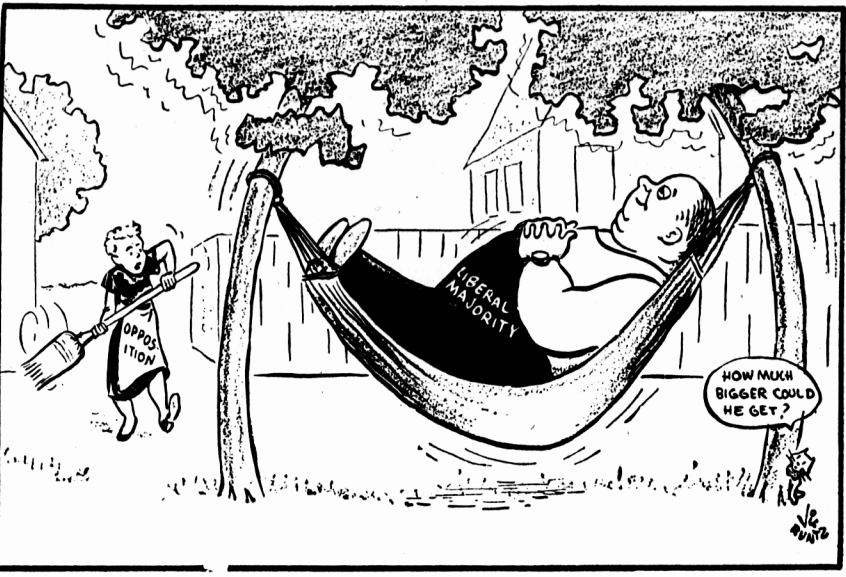
A movement toward creating a greater Saint John, N. B. is now being promoted. A Lancaster survey commission reports: "Wisdom, foresight and commonsense dictate that this community on both sides of the mouth of the St. John River should move forward as one political unit for the administration of civic affairs. The incorporation of the City of Saint John and the urbanized portions of Lancaster, into a new and greater City of Saint John, born of co-operation and goodwill, is not only desirable, but imperative for the well-being of the citizens of the whole area."

Austerity has so affected smaller villages in England that quite a few have become depopulated. A particular case in instance is that of Stoke Poges in Buckinghamshire where it is now realized that there's more poetry than truth in the famous line "The curfew tolls the knell of parting day." Thomas Gray put that phrase about the bells of Stoke Poges Anglican Church into his "Elegy Written in a Country Church-yard" back in 1750. For two centuries tourists have flocked here to hear the ringing which inspired the poet. Now, says the vicar, Rev. D. H. Bryant, curfew no longer rings. The village has run out of bellringers.

The R.C.M.P.'s faces at Saint John were more scarlet than red when they discovered their premises and the county court had been broken into and equipment stolen. A youth identified as Louis Joseph Wrigley, and who police say is also known as Louis Bastarache, was remanded in city police court on a charge of breaking, entering and theft from the R.C.M.P. office at Saint John. It was the second break into public offices in Saint John within the last few weeks. Still under investigation by city police is a break July 5 into the Saint John County Courthouse, Sydney Street. Officers were ransacked and a number of articles taken. R.C.M.P. said that entry to their office was gained through a window. A .45 calibre Colt pistol, a set of handcuffs and other articles were taken. Wrigley was remanded at R.C.M.P. request while their investigation continues.

Legislation may be introduced at the first session of the new Parliament to provide for the celebration of most statutory holidays on a Monday. The change would apply to all holidays except Christmas and New Year's, and certain religious days, such as Good Friday. The Government has received many requests for the change to prevent confusion in business establishments and to provide workers with long week-end holidays. This year, May 24—Victoria Day—fell on a Tuesday and there were complaints that many who went away for the week-end took Monday off as well and did not return to work until Wednesday. Dominion Day—July 1—fell on a Friday and there were complaints among business men that confusion had resulted. Proposed legislation to fix certain Dominion holidays to fall on Monday has definite attractiveness, but after all it would be merely patching up a hopelessly irregular calendar when what is needed is the adoption of a new and rational one.

His Obesity—A Problem



Old Charlottetown

(And P. E. I.)

DAVID STEWART'S JOURNAL

(The following excerpt and others which will appear weekly in this column are from the journal of David Stewart, Esq., grandfather of the late Mr. D. B. Stewart, Charlottetown, and great-grandfather of the Hon. W. F. Stewart, Minister of Agriculture. Mr. Stewart was proprietor of some 80,000 acres in this Island, and his account of his visit here in 1831 in connection with the affairs of his estate is of exceptional interest.)

"Thursday, 16th June, 1831: This night is very fine and clear. We set sail (from Pictou) in the packet for Prince Edward Island with eight white and cleared Pictou harbor without interruption: there is a bar at the mouth of the harbor which stretches nearly across the bay. We cleared the bar and had a fair wind till we came to the Wood Islands. Prince Edward Island lay before us in the distance. It is a gentle, undulating island, and at a distance, and appears nearly entirely clothed with wood.

"We were now becalmed, and I had abundance of time to look at the long line of a ship of war and appeared beautiful in the distance, and now that we were close to it, it appeared still more so. We lay to windward of a ship of war, Point Prim all night. I lay on deck. It was very warm on deck in the night. Towards morning a breeze sprang up and a ship of war was seen about 5 p.m. on Friday, 17th June.

"I now enquired for lodgings. Having obtained lodgings at the principal inn, we were immediately surrounded by a set of persons whom I never saw before, and I could not obtain private lodgings. There were officers of a ship of war and inhabitants of the Island came into my room: amongst others I was visited by Mr. Lawson (the Solicitor General) and Mr. Theophilus Stewart. After hearing what each had to say in my bed-room, I made up my mind to leave the house next morning and to go to the house of Capt. Stewart's, at Mount Stewart. I made my arrangements accordingly and ordered a horse and gig, to take me there, to be at the door at 6 o'clock at furthest—and went to bed.

"Saturday 18th June: This morning is beautiful and clear, the air delightful and soft. At 5 o'clock in the morning got breakfast and waited until 6. Mr. Theophilus Stewart, Mr. John Stewart's nephew and his lawyer who was to attend me at 6 o'clock did not come. I waited until 7 and then went and called on Mr. Theophilus Stewart, said he could not get a horse. I then met Lawson, the Solicitor General, who had been employed by the Government in my business at East Point and whom I had engaged to follow me to that place (70 miles distant) the evening before. He was ready, I ordered my matters accordingly and set off with him, requesting Mr. Theophilus Stewart to follow us and to call at his uncle, Capt. John Stewart, at Mount Stewart (about 18 miles from Charlottetown), where he would find us, as I intended to take the Capt., the Solicitor General and him, Mr. Theophilus Stewart with me in order to see what they had done with the tenants at East Point.

"This being arranged, Mr. Lawson and myself set off and soon reached Mount Stewart: found the Captain very unwell and feeble, but quite willing to witness me to East Point. Mr. Theophilus Stewart arrived at Mount Stewart before we left, and was to follow us to East Point. "We then rode on to St. Peter's where night overtook us, and took up our quarters at a farm house, a Mr. McKenzie's. After some time I was unable to find a horse, it quite impossible to reconcile the parties, and could only insist upon proper conduct from both parties with regard to my business. This both parties promised, and we proceeded on the next morning.

"There were now three gigs and one horseman, viz: Capt. Stewart and myself in one, Lawson in another, and Theophilus Stewart in a third, and Donald McCallum on horseback. The horse was now left and Donald rode with Theophilus Stewart to be ready to assist the Captain his master, who could neither get in nor out of the chair without assistance. We had everything clean and comfortable in our lodgings and I slept on the floor.

"Charlottetown is well situated on a beautiful harbour and port, but has no regular pier: therefore the landing is not comfortable. The town is laid out well and the houses are of wood except one which is brick, the streets are broad and at right angles. The country we have passed is finely wooded, and resembles the country about Reading in Berkshire. It is very beautiful and about the Bay of St. Peter's it is unusually beautiful. This arm of the Sea is like a beautiful lake. "There is much of the country cleared on both sides of the road and the land is fine light loam fit for wheat, barley, oats, rye, turnips, Indian corn and all kinds of vegetables. The woods in the highest degree beautiful and many of the views excellent: there are not any hills more than a few hundred feet in height. In fact it is a country so soft and beautiful and rich; no stones and the soil easily worked; the people well fed, well clothed and no appearance of sickness of any kind and ferals not heard of: girls and women barefooted; the houses all wood and many of them very large, with very large barns and stables."

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The Poet's Corner

ODE TO TOAD

Though they are useful Toads could be Much improved Aesthetically.

Their hips are large Their waistlines bigger: They have a sedentary Figger.

And one must view With deep dejection The bumps that garnish Their complexion.

Poets and painters For portraits, odes, Rarely choose as subjects Toads.

—Leslie Savage Clark

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.

ROADSIDE TREES MUTILATED

Sir,—Recently I had occasion to drive through the country and was amazed to find side roads, one might think of them almost as private, so slight is traffic except to serve farms, mutilated by widening the required width for trunk roads, thereby leaving fences down and the trees that bordered roads destroyed. These same trees in many cases were 25 to 50 years old. The effect was saddening and an eye sore.

The fathers and mothers of the present generation worked hard but took time to plant trees along roadsides and line fences, for beauty and to serve as wind breaks. These trees were P.E.I.'s chief rural charm. However humble the farm house and barns, trees softened the effect of lack of paint and other omissions that were due to lack of money and these very trees were a source of pride to the owner.

Today a ruthless machine comes along, tears these trees out—frequently roots left behind—and leaves a red gash that is painful to behold, all this without reimbursement, small as it might be, to the farm owner.

This Island is narrow and one wide road, running from east to west, would be sufficient to serve the people. Side roads should be left untouched. No one drives recklessly on a narrow road, but give the speed fiend a wide one and few are safe in his path. In England about the bay of St. Lawrence, when cars meet they slow down and pass in safety and courteously.

The Minister of Highways should be asked to have the names of the roads in New York, which is a small illustration of our capacity for quick acceptance of yesterday's marvel as we peer hopefully ahead. —New York Herald Tribune.

Discussion of the decision of a Toronto judge, that payment of rent by means of an unstamped cheque is not a valid fulfillment of the requirements of a rental-control order, has in general been extremely critical. That criticism, it seems to us has overlooked the important fact that continued occupancy of premises under a rental-control regulation is not the performance of an ordinary voluntary contract; it is the exercise of a privilege created in favour of the occupant by the legislative power. The enjoyment of that privilege is highly beneficial to the tenant, and highly unbeneficial to the landlord, and we can see no reason why that enjoyment should not be rigidly conditioned upon strict performance of the technical requirements imposed. If one of these requirements is the payment of twenty-five dollars at a certain date, it is not fulfilled by a payment of twenty-four dollars and 99 cents; and an unstamped cheque for twenty-five dollars is worth no more than that, less the cost of the stamp. It is, therefore, agreed to by both landlord and tenant, there would obviously be no possibility of cancellation of any such contract, but there is far too much inclination on the part of newspapers and the public to look on a rental-control tenancy as if it were the same thing as a lease which it very definitely is not.—Toronto Saturday Night.

Paul Robeson, long one of the nation's most gifted singers, told a Moscow audience last week that he would like to change the words of "O! Man River." He'd substitute for "O! Man River" "O! Man River" and he'd change the lyrics to be closer in harmony with the Communist propaganda line. Now Oscar Hammerstein 2nd, who wrote the songs, objects very heatedly and suggests that Robeson write his own songs and "leave mine alone." Mr. Robeson appears to like the idea; he's particularly fitted for his job, judging from the number of times he has sung it at communist inspired meetings on the continent and behind the "Iron Curtain." In Moscow he could change the lyrics around to suit himself, not one with impunity but with the blessings of the Cominform. Perhaps, too, Mr. Hammerstein could have a word with his creator if Robeson remained in Moscow, which he professes to like so well and where he has won so many friends.—Boston Post.

What are the recreational possibilities and the commercial potentialities of the huge inland lake which will be created by the damming of the South Saskatchewan River near the Elbow? There has been a limited use of the river valley for many years by farmers and townspeople from adjacent areas. Some of the draws leading down to the river have been used as picnic sites. The creation of a lake 180 feet deep at the dam and stretching westward 135 miles to Saskatchewan Landing, where by damming the river will be raised 17 feet, opens up the possibility for use of the lake. Primarily the river is being impounded to provide water for irrigation of around 400,000 acres of farm land and for the development of hydro-electric power. A lake with so vast an area presents the commercial aspects of such a body of water in the interior of the province should be considerable. It might be possible to operate flat-bottom boats carrying passengers and package freight and also to run excursion boats. This is all in the future, but all within the bounds of possibility.—Moose Jaw Times-Herald.

Notes By The Way

Last days are facing the match industry. The pocket lighter and extension of rural electrification are given as the chief reasons for its declining output. The transition has been gradual over the years, but not without its sentimental wrenching. The match industry is facing the match industry. The pocket lighter and extension of rural electrification are given as the chief reasons for its declining output. The transition has been gradual over the years, but not without its sentimental wrenching. The match industry is facing the match industry.

Porcupine is in long pants. Forty years have built a landscape of shaftheads. Four decades have attracted forty thousand people to a community which has become the shopping, the athletic, the educational, the musical, the business, and the social centre of this north. To hasten the development of our resources of mining, pulp wood, lumber, agriculture, retail merchandising, manufacturing, fishing, hunting, and Summer resorting, a Porcupine Chamber of Commerce has been formed.—Timmins Press.

We dare say that pouring kerosene or gasoline on a smouldering fire is a show of hands of those who have seen their parents use coal oil to quicken or start a fire, invariably ninety per cent of the hands go up. Such a degree of carelessness could be incredible if the information came from a less authoritative source.—Kitchen-Waterloo Record.

The campaign to bring about better back yards and make each of them a beauty spot should appeal to all householders. A back yard with attention and care, can become most attractive. This has been shown in any number of instances. Even when back yards are small, Gardens can be planted. Almost in a twinkling, an eyesore in the form of a littered yard, becomes a place where the family enjoys a few hours of leisure at the end of the day. A large back yard offers possibilities which are almost unlimited for planting shrubs, flowers and a velvety lawn. The effect on the yards with eye appeal adds greatly to the value of property. There is no need for any back yard to be unkempt if householders are interested in the campaign for better and more attractive yards as a betterment to all of our communities.—Boston Post.

Thirty years ago Wednesday the Atlantic was crossed in non-stop flight for the first time. Captain John Alcock and Lieut. Arthur Whitten Brown are the names to remember from that historic day, so near and so distant. Flying a Vickers-Vimy biplane, they fought through 16 hours of darkness, fog and sleet from St. John's, Newfoundland, to Clifden, Ireland. "We had a terrible journey," Alcock said in a simple statement of fact. The radio failed when the dynamo propeller blew away; at times the two Englishmen were flying upside down only 10 feet over water; the 68-foot wing spread was ice-covered for hours; the 30-year-old path is now monotonous routine, flown in about half the time. Yesterday there were 28 scheduled trans-Atlantic arrivals and departures in New York, which is a small illustration of our capacity for quick acceptance of yesterday's marvel as we peer hopefully ahead.—New York Herald Tribune.

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