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Editor and Managing Director, J. R. Burnett.
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"The Strongest Memory is Weaker Than
the Weakest Ink"

CHARLOTTETOWN, FRIDAY, AUGUST 26, 1949

Ferry Terminal Roads

Many complaints have been voiced with regard to the unpaved condition of the roads leading to the National Park and the Wood Islands ferry terminal. Apparently we are not singular in this matter. The New Glasgow News has a similar complaint. It says:
"The most important unpaved road in the county is that approach from Prince Edward Island from the Caribou ferry into Pictou. For several years it has been slated for paving—but now another year is passing and it does not seem that visitors to the Province will be given the common courtesy of the pavement we extend them elsewhere. The contrast is considerable—and it is no wonder they complain.

"The condition is all the sillier in that Pictou Lodge, the only top-grade tourist resort in this end of the Province and itself government-owned since it belongs to the C. N. R., is also served by the same route. The Lodge draws a free-spending type of tourist; the very kind the Provincial Government pays out good advertising dollars to get. The Lodge is advertised by C. N. R. dollars; so its guests deserve pavement—if we want them to recommend a trip to this Province to their friends. Just why the Highway Department has never seen fit to complete this job, after spending a lot of money in preparatory work, is beyond us. But it certainly is not good business."

Perhaps the Departments have been hearing so much about the congestion of tourist traffic on the Wood Islands-Caribou service during summer months that they consider road improvements on either side would only make matters worse. That is a poor way of promoting the service, but until the ferry accommodation is made more adequate there will always be an alibi for the road engineers to fall back upon.

Britain Still Ahead

Hard pressed as Britain is financially, it is interesting to learn that she is leading the field in development of commercial jet airliners, with Canada coming along in second place. Authority for this statement is the Wall Street Journal. If the jets live up to expectations and to speeds reached in trials, this may mean that supremacy in the commercial airline field will pass from the United States to the United Kingdom. Already the British Overseas Airways has ordered 14 of the four-jet airliners such as were successfully tested in Britain last month and interest in these new de Havilland Comets is being manifested by a number of the big United States air lines.

Present models of the commercial jet-planes are not adapted to trans-Atlantic runs, but newer types now under construction are specifically designed for the trans-ocean hop. Advantage of the jetliners, it is emphasized, is that they could make the flight from Prestwick to Gander in about half the time taken by the speediest of the present piston-engined machines. The Canadian jets, such as the liner tested over Toronto a few days ago, are the shorter-range "inter-city" type, designed for 400 to 500-mile flights. In these times when Britain has become something of an underdog in world trade and finance, it is reassuring to see her resuming her old custom of leadership in fields of engineering and transportation.

Observatories On Move

Two of the most important astronomical observatories in the world are to move away from large cities for the sake of clearer skies. It was announced last spring that the Royal Observatory at Greenwich, England, through which passes the zero meridian of longitude, would move to Herstmonceux in Sussex, leaving the zero meridian behind in the London smoke. At Herstmonceux the Astronomer Royal and his staff plan to set up a 10-inch reflecting telescope named for Sir Isaac Newton and equal in power to the Hooker telescope on Mount Wilson. Now the United States Naval Observatory, the functions of which are similar to those of the Greenwich institution, announces that it will leave Washington for the comparative clarity and calm of Charlottesville, Virginia. The U. S. Senate Armed Services Committee has agreed to spend \$8,500,000 on the moving job, but the Senate Appropriations Committee has not yet put its stamp on the outlay.

Both Greenwich and Washington concentrate on fixing the time for the rest of the world by checking the transit of stars across their respective meridians. The foggy and dusty air of Washington, it seems, has caused the Naval Observatory's time to be off four-thousandths of a second a day on the average. Astronomers demand more accurate clocking in their work. The observatory publishes the American Ephemeris and Nautical Almanac, which, along with the British Nautical Almanac, is an astronomers' handbook and guide throughout the world.

Many memories cling around the old Naval Observatory. Its 26-inch refracting telescope, built by Alvan Clark & Sons in 1873, was then the largest in the world. With it, in 1877, Professor Asaph Hall discovered the two moons of Mars. It has done much important work in other lines. In recent years a 40-inch reflecting telescope has been added to the observatory's equipment. Everything, apparently, will be transported to Charlottesville when Congress provides the necessary funds.

EDITORIAL NOTES

Another "first" for Summerside—introducing dial telephone equipment on the island.

H. R. H. Prince Richard Alexander Walter George, second son of H. R. H. the Duke of Gloucester, born this date 1944.

The Federal Government has been reconstructed without the inclusion of a representative from the Province, the only province without direct representation. Why?

The Battle of Crecy this date 1346 when the French forces under Philip VI were defeated by the English under Edward III and the Black Prince suffering terrible losses, the beginning of the British ascendancy in the dominance of Europe as a World power.

Two University delegations are at Ottawa, one urging that greater opportunity be given to aspiring youths to get university tuition as did the war veterans; and the other urging the Government to contribute more largely to the upkeep of the Universities because of their expansion.

Grave responsibility rests on the shoulders of industrial leaders meeting today in Toronto. As the Canadian Industrial Preparedness Association they are charged with preparing industrial mobilization plans to be put into effect in case of national emergency.

Short term and long term food price predictions are contradictory. Forecasters expect generally lower prices within the next month or so but United Nations experts say there will be a steady rise until about 1970, chiefly because the farmer will insist upon comparable hours and pay with industrial workers.

The Atlantic Pact is now an accomplished fact, and according to the Prime Minister, its influence is already being felt in storm-infested Europe. Anyway, should Soviet Russia seek to involve Europe in another war she will be faced by twelve Western Powers, in which for the first time, U.S.A. is one.

The Quebec Legislature at last session provided positions for six new Superior Court judges to be appointed by and paid for by the Federal Government. Three appointees have just been made, leaving three for later appointment, the reason for the delay given being that the areas for their jurisdiction have not yet been defined. The Legislature certainly took time by the forelock in this respect.

A doctor writing in the British Medical Association Journal suggests that individuals should learn to hypnotize themselves, "to be able at will to abolish pain, to cure himself of insomnia, to increase his inclination to work, to eliminate stage fright and other crippling forms of self-consciousness." All this is presumably possible but it would be unfortunate if the device were used merely to sleep longer and eat more heartily.

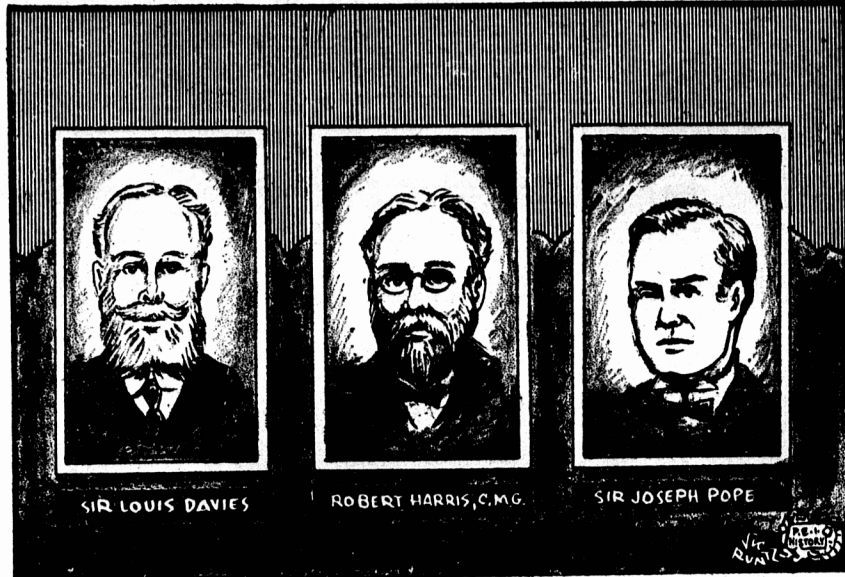
The Second Lord Baldwin is a chip off the old block in his generosity towards the state. It will be recalled that Stanley Baldwin, the first Earl, contributed anonymously to the British Treasury all the profits of his steel firm. Now his son and heir, who is lieutenant-governor of the Leeward Islands is presenting five four-roomed houses to the people of Antigua. Construction of one has already been started at the village of All Saints, Antigua.

The dollar gap over which a three power conference is taking place in Washington next month, means simply that as the result of Great War II U. S. A. absorbed practically all the world trade, and now is sticking to the proceeds, leaving nothing for the Mother Country to trade with. In ordinary business, to erode a creditor to continue in existence, the creditor would write off the greater part of the debt, and extend further credit to obtain a continuance of what may still be a highly remunerative trade relationship. But seemingly, though the Truman administration seems to favour this policy, the Big Interests in the Senate are opposed, demanding their pound of flesh. Is it possible to soften the hearts of those "pound of flesh-ers"?

According to Reuters News Agency proposal to equip Canadian postmen with made-up bowties is a "questionable reform." The Times comments: "It is difficult not to forecast some decline, however trifling, in the prestige of a country whose public servants are required—and that is what it really amounts to—to live a lie. For a made-up bow tie is not what it pretends to be. No skill on the part of the wearer was needed to adjust that suspiciously symmetrical butterfly on the glaucous of his Adam's apple... another short step and we shall hear of the Northwest (Royal Canadian) Mounted Police wearing dickies (false shirt fronts)." "It is not, of course, for us to criticize the sartorial taste of what is after all a self-governing dominion." The ready-made bow tie and the dickie are symbolic in England of pretentiousness.

Mr. John Freeman, M.B.E., M.P., Joint Parliamentary Secretary to the United Kingdom Ministry of Supply, arrived in Toronto by air via New York yesterday. The main purpose of his visit to Canada is to open the British Commonwealth Section of the Canadian National Exhibition in Toronto today. He will be accompanied by Mr. E. B. Bowyer, a senior official of the Ministry of Supply, and his Private Secretary, Mr. N. M. Williamson. While in Canada Mr. Freeman will also take the opportunity of visiting Ottawa, (August 31st), Shawinigan Falls (September 1st), Arvida (September 2nd) and Montreal (September 3rd-7th), and will make contacts with government officials and industrialists in these cities. Mr. Freeman leaves for New York on September 7th on his return journey to the United Kingdom.

Perpetuating Historical Memories



SIR LOUIS DAVIES
ROBERT HARRIS, C.M.G.
SIR JOSEPH POPE

World Air Transport

(Sir William P. Hildred, Director General, International Air Transport Association)

Thursday was the thirtieth anniversary of international cooperation in air transport. Its celebration will be the routine operations of over 70 airline members of the International Air Transport Association (IATA) whose public services have, in less than 40 countries over a world air network of more than half a million miles of routes.

International air transport started thirty years ago with six companies, a handful of airlines, and a few hundred miles of routes. Today, the 2500 aircraft of IATA's members fly the flags of more than 40 countries over a world air network of more than half a million miles of routes.

In 30 years, the passenger loads of the world's airlines have grown from 3,500 to 20,000,000 persons a year. The number of miles flown annually has increased from 600,000 to 1,000,000,000. The amount of mail and cargo carried has mounted from 47 tons in 1919 to half a million tons this year.

Between 1919 and 1949, the speed and reliability of air transport has been tripled, its safety quotient multiplied by 25, and its cost to the public cut by seven-eighths.

When the first IATA meeting was held at The Hague on August 25, 1919, the six fledgling airlines who organized it realized that without complete international understanding, air transport could not be a success.

Today, each one of the thousands of scheduled airlines that will land and take off in the next 24 hours represents the culmination of a great and continuous effort towards worldwide standardization and understanding.

Almost everything connected with each flight—the direction of the thread on the smallest bolt of the fuselage, the small print on the back of the ticket, the approach pattern followed by the pilot in landing—represents a series of details that have been worked out by carriers and governments of many nations.

The agency through which many of these agreements have been reached and most of them moulded has been IATA. Through their organization, the airlines have created a pattern of continuous consultation and cooperation in which the mechanic at Karachi, the lawyer at Prague, the ticket clerk at Auckland and the wireless operator at Casablanca are all a part.

As a result of 30 years of cooperation through IATA, the airlines all speak the same language, use the same documents and measure with the same rule and follow the same procedures. In all matters, they pool the best of their knowledge and experience for the good and safety of all the peoples who use them.

The structure of their cooperation is entirely democratic and will remain so. All airlines, whether big or small, have an equal voice in IATA's affairs. IATA gives free scope to the personality and competitive enterprise of the individual airline. It is entirely non-political—to the point where many of its actions are regularly taken with the express approval of many governments of widely varying political complexion.

To achieve such a degree of effective cooperation between nations has not been easy. It has required patience, forbearance and, above all, an idealism strong enough to survive the fatigue and disillusion of two great wars.

The significance of IATA's anniversary lies in this achievement and in the net benefit which has accrued to the world public through the efforts of its members. IATA cannot claim that its problems are unique, or pretend to the importance of those international organizations which are trying to achieve world peace and agreement in political matters. But as a visible symbol of international achievement through free

Old Charlottetown

(And P. E. I.)

THE PIONEER SPIRIT

"MARRIED: At Cape Traverse, on Thursday the 5th inst., by the Rev. Mr. Hyde, Mr. William Chalker, aged 59, to Mrs. Catherine McDonald, aged 52. We understand there was a large party at the wedding, consisting chiefly of the grand and great-grand children of the bride. The courtship must have been evidently carried on either through the medium of the eyes or by means of pantomimic gesticulation, as the parties were totally unacquainted with each other's language, the lady having no English and the gentleman being without a word of Gaelic."

—Prince Edward Island Register, Feb. 21, 1824.

Russian Icebreakers

(Windsor Star)

In a new book, "The Chronicle of the North," a Russian writer denies that Canada invented the first ice-breaker, in 1837. (Canada, incidentally, never claimed to have invented one in 1837). Russia, of course, invented one first!

Now that's a laugh to any who know Russia's calls to Canada, during the war, for an ice-breaker. Though Canada needed it herself, one was made available, and fitted up. An intrepid crew was recruited to take the slow motion vessel to the Russian White Sea port of Archangel. The Russians wanted her urgently, so the ice could be broken early in the spring and much needed supplies from the Western democracies could be obtained.

That trip was one of the sagas of the war. The ice-breaker was 100 slow for my convoy. She had to make her way alone across the Atlantic, daring all the submarines, and around the enemy-infested tip of Norway. She got there safely.

The story of the ice-breaker was a closely guarded secret until she reached Archangel. But those in the know knew how frantic Russia was to get her. If the Russians invented the ice-breaker prior to 1837, why couldn't they build one 100 years later. Instead of burning up the cables with frigate restraints, why not get the cows? And in World War I, Russia also asked, and got two icebreakers from Canada.

Bringing in Cows

(Windsor Star)

Bringing in the cows from pasture, night and morning, has been the time-honored chore for farm boys ever since Ontario was carved out of the bush. It was something that had to be done and by the olden days, it was usually done by a barefoot boy. Sometimes it was chivalry on an early autumn morning; sometimes he snubbed a toe on a rock as he ran along; often he returned with thistles in his feet for his mother to pick out.

Normally, it was a not unpleasant task, especially if one was accompanied by a good, playful dog, who knew enough when to stop playing and go get the cows. A poorly trained or foolish dog only complicated the job.

If the lad started soon enough, and was not in too great a hurry, he could stop for a cool drink at the creek; take time out to watch the dog catch a groundhog; shy a few stones into the pond; or pick some wild flowers.

When the old-timers were kids, cow bells were in fashion and they answered a need. The kind might be grating in the woods, or deep in the swamp. Unaccustomed to the world public through the efforts of its members. IATA cannot claim that its problems are unique, or pretend to the importance of those international organizations which are trying to achieve world peace and agreement in political matters.

The Age-Old Story

The heart of the rash shall understand knowledge, and the tongue of the stammerers shall be ready to speak plainly.

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Notes By The Way

Wilfrid Jury, curator of the University of Western Ontario Museum, says the flow of Indian relics out of Canada is a disgrace and that it is robbing this country of its national history. Something like the flow of ancient treasures and mummies out of Egypt, perhaps. The Egyptian authorities put a stop to that. The Canadian authorities should deal with the situation about which Mr. Jury complains. — Brantford Expositor.

"All things mortal come to their end," and so it is not surprising that even the time-honored uniform of the London Metropolitan Police, which has survived almost without change since the force was organized in 1829, is at last to be altered. In the best of traditions, however, the changes are being made gradually and with due deliberation. The first departure from tradition, he witnessed at the high collars worn at present. However, no irreverent hands are to be laid on the crowning glory of the London "bobby"—his helmet. The history of the particular item is lost in obscurity. It probably had its origin in the desire to protect members of the force from flying missiles, back in the days when the battle-cry of Limehouse was "Ere's a stranger! It'im with 'arf a brick!" — Edmonton Journal.

The retirement of Dr. Arthur Beauchene, who has been Clerk of the House of Commons for more than twenty-four years, will remove one of the most influential and best-known officials of Parliament. As head of the House of Commons staff, and as arbiter of disputes over the rules of Parliamentary procedure, he wielded a potent influence. His book, Parliamentary Rules and Forms, is a standard authority on the subject. Despite his long guidance, Dr. Beauchene, which is a pity.

Now, when a farm boy goes for the cows, often he just jumps on the tractor and speeds away after them. It may be easier and faster, but farm boys of the future will have different, and possibly less pleasant, memories than had those of the past.

Beauchene has had to admit that members have been slow to learn the rules and that application of the time-honored principles has often been loose. Apart from his work in the House, Dr. Beauchene's long career has been marked by many constructive interests, especially concerning literature. He maintained an active association with a number of leading organizations, including the Royal Society of Canada, of which he was for a time the secretary. It is to be hoped that Dr. Beauchene will long be able to enjoy the leisure his devoted service has won him. — Toronto Globe and Mail.

The Aga Khan was complacent, even flippant, in discussing with reporters the Chicago style hold-up on the Riviera where he and his Begum are alleged to have been relieved of \$500,000 in gems and \$600 in cash at tommy-gun point. He told newsmen that he and his consort are now happy because there is nothing left to steal. One might be forgiven the wish that this were indeed true. It might mean less would be heard of the fabulous western and the apparently purposeless peregrinations of this man. In America, where every person is making some sacrifice in one way or another to aid less fortunate peoples, the best news that could be heard about the Aga Khan would be that he is doing his part, at least in the lands where he holds spiritual sway and from which comes his wealth, to see the people of those lands are not in want. His comports are not that understandable. The gems were insured and he will be reimbursed, but eventually other policy holders will have absorbed the loss. He recalled the thieves and called their attention to \$600 in cash which he had overlooked. Naturally they took it. Is nothing left to steal? With Prince Ali Khan now coming in for his place in the Sun, the Stars and the Times, one wonders if there are any duties in connection with being the spiritual head of 10,000,000 people which might call him thither and leave the world with only one Khan at a time to cope with. — Montreal Gazette.

PROFESSIONAL CARDS

Professional cards for various services including Joseph R. MacMillan, L.L.B., J. E. Burnett, L.L.B., Dr. J. C. Gallant, B. Sc., Dr. A. L. MacIsaac, Neil W. Higgins, Chas. R. McQuaid, J. A. McGuigan, M. Alban Farmer, A. Waltham Gaudet, MacPhee & Trainor, Dr. W. R. Carson, Gaudet & Hazard, H. R. Doane and Company.