

THE GUARDIAN

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

CHARLOTTETOWN, MONDAY, DEC. 13, 1948

Old Age Pensions

A Canadian Press dispatch from Ottawa
intimates that the Government is preparing a
revised old age pensions scheme for presentation
to Parliament at the coming session.

Canada's Old Age Pensions Act was passed
in 1927 and most of the Provinces have been
administering it for 15 or 20 years. As originally
framed this statute was costly to the tax-payer
and of little benefit to the pensioner.

There is no policy difference between the
Government and Opposition over the need of a
revised, workable, acceptable and rational old
age pensions plan. At the recent Progressive
Conservative Convention the abolition of the
means test, reduction of the qualifying age from
70 to 65 years, and an increased monthly allowance
to pensioners were unanimously approved.

Tariffs Too High

From the once-high tariff stronghold of
Ontario comes a strong protest against existing
tariff barriers, voiced by the Toronto Financial
Post. Our foreign trade, says the Post, aside from
a most gratifying increase in exports to the
United States, presents an alarming picture.

And with the United States, too, a new
move in further elimination of trade barriers is
essential. There has been a decline in the average
U. S. tariff level on dutiable goods from 53.2
per cent in 1930 (Hawley-Smoot) to 15.3 per
cent when the Geneva Agreements came into
force at the beginning of this year.

Not only do present U. S. tariffs make it
impossible for full processing here of goods of
Canadian origin which the United States must
buy—fine papers and metals are two outstanding
examples—but invisible tariff measures, such as
quotas, quarantines, exaggerated valuations and
plain red tape, present an unnecessary but most
effective barrier.

Walcheren's Recovery

When the history of Europe's recovery from
the material damage wrought by World War II
is written what happened on Walcheren Island
will probably appear only as an episode. Walcheren
is about twenty miles long and ten miles
wide with a pre-war population of 70,000, much
smaller than a number of places which were
reduced to rubble. But if Walcheren's story is
relegated to a footnote it will be none the less
heroic, for it includes not only the erasing of
damage done by steel and explosives but by
water. Just four years ago the Allies decided
that if the Germans were to be thrown out and
the road to Antwerp opened the dikes which
had protected the island since the twelfth
century would have to be blasted. Bombing planes
tore huge gaps, one of them nearly three-quarters
of a mile wide, through which the sea poured
and on which rode amphibious craft of the
British and Royal Marines to a landing as costly
as those at Tarawa and Dieppe. In all 38,000
acres of what had been some of Holland's richest
farming land were inundated and many villages
which had escaped shells and bombs were
partially submerged.

In 1945, when the damage to Walcheren
was assayed, it was estimated that it would take
seven to nine years to restore the dikes and
clear the salt from the soil. That estimate,
however, did not take sufficiently into account
the spirit of the people or the material help
they would receive from the Allied Powers. When
the inhabitants refused to leave their homes
and were on hand to join the fight for rehabilitation.
The Allies supplied needed equipment,
especially the cement "beetles" used as break-
waters and docks in the Normandy landing and
ideal for plugging the dikes. Thus, barely three
years after work actually started, the Nether-

lands government can announce that Walcheren
is virtually back to pre-war condition. All but
1,000 of its submerged acres have been returned
to production and this year produced normal
crops; all dikes have been repaired, waterways
cleared of obstructions, new roads built and rail-
road service fully restored. A national campaign
to "plant a tree in Walcheren" brought thou-
sands of young trees to replace the old ones
that the sea had killed. Flushing, the island's
most important city, still suffers a housing short-
age but in that it is no worse off than many
places which never heard a bomb or shell. Wal-
cheren's is an inspiring story.

EDITORIAL NOTES

Her Royal Highness the Duchess of Kent,
born this date 1905.

It is sincerely to be desired that Federal
public life is not to develop into scrapper ex-
hibitionism, the ascendancy of muscle over mind,
and abuse over argument.

The Provincial Government is in the limel-
ight once more as a record breaker. This time
in obtaining better terms on a bond issue than
any other province, Maritime or otherwise.

The increase in automobile collision in-
surance rates to take effect Jan. 1, makes it
abundantly clear how all must pay for the care-
lessness of a few. Motorists should bear in mind
that preventing dangerous driving means money
in their own pocket.

The terms of Confederation agreed upon
Saturday will presumably be those under which
the Old Colony will become the Tenth Province.
The delegates presumably had the full confi-
dence of their respective governments and cer-
tainly the Parliament of the United Kingdom
will not see fit to make any changes.

Between now and Christmas Eve great num-
bers of people will be coming to the city to do
their shopping. It would be a real expression
of the Christmas spirit if business men made a
point of keeping their cars off congested shop-
ping district parking space for the next two
weeks.

On the principle that a thing of beauty
is a joy forever, the Women's Institute are to
be congratulated and encouraged on their en-
terprise and initiative in entering "The Better
Farm House Competition." Albany, with the
energetic, Mrs. Earl Baulter as secretary, tops
the list of winners this year. Who will carry off
the honour a year hence?

The adoption on Friday by the Assembly
of the United Nations of a declaration of hu-
man rights is a long step towards a better life
for mankind. That it is far from a complete
solution is obvious from even Canada's attitude.
The Canadian delegates abstained from vot-
ing while the measure was in committee be-
cause many of the subjects covered are not
within the Dominion's field.

Canadian Ambassador in Washington Hume
Wright has told Americans that Canadians know
a great deal more about the United States than
Americans know about Canada. "If Canadians,"
he said, "made a nuisance of themselves, per-
haps a good deal more would be known about
what goes on in my native country," which
is another way of putting the late Premier Leas'
maxim that it is the squeaking wheel that gets
the grease.

Timely in view of the Dominion-Provincial
negotiations on trans-Canada highway policy
taking place at Ottawa this week is the article
on Island transportation claims by Prof. Frank
MacKinnon, of Carleton College, Ottawa, the
first part of which appears in today's Guardian.
The concluding part will appear tomorrow. Prof.
MacKinnon is an authority on Prince Edward
Island history and his article is well worth study-
ing and preserving for future reference.

The statement issued by Mr. R. E. Mutch
on the ferry situation on the east end of the
Island is statesmanlike, being both informative
and constructive. There is a great future for
the Province if his views and recommendations
are taken under review by the powers-that-be
and acted upon. We have reached a critical
period in our history, and must push forward
and prosper or be inactive and retrograde. With
Newfoundland in the Dominion as the Tenth
Province we must look to our laurels.

Dr. Samuel Johnson, English man of letters,
died this date 1784. His greatest work Lives of
the Poets. He belongs to the "correct" school
of writers and critics; he deprecates Milton's
freedom of prosody; he objects to the Roman-
tic Movement; yet is a great critic in spite of
his "correctness." The Vanity of Human Wishes
is not great poetry; it is too correct, too schol-
arly. The novel Rasselas fails in character de-
lineation; nominally it is a tale, in reality it is
a book of wisdom and literary criticism: "The
true Genius is a mind of large general pow-
ers, accidentally determined to some particular
direction."

Canada's profitable Christmas tree business
will never be a threat to our forest resources if
proper cutting methods are employed, reports
the Canadian Forestry Association. The prop-
er selective cutting of young trees may serve as a
beneficial thinning of the forest stand. At the
same time, indiscriminate cutting of Christmas
trees or the practice of felling large trees to
obtain a well-rounded top should be discouraged.
The best trees come from old pastures where
they have been seeded in a scattered stand, and
have had room to grow broad at the base, taper-
ing to a bushy point. Inexperienced and ir-
responsible parties are largely to blame for
obusive cutting methods.

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.

LONGEVITY CANDIDATES

Sir,—I would like to add to
your longevity column the name
of Mrs. John Kilbride who was
97 in October and is still going
strong and is able to do all her
knitting as well as her share of
sewing.

I am, Sir, etc.,
MRS. HAROLD BROWN
Richmond R.R.

Sir,—There has appeared in The
Guardian in the past few weeks a
number of names on the Longev-
ity list. Here is another from
Hampton in the person of Mr.
Marcus Ferguson who has reached
the grand old age of ninety-four.
Mr. Ferguson is hale and hearty
and does many chores around his
home, and takes long walks visit-
ing his neighbours.

I am, Sir, etc.,
MRS. GORDON VILLETTE
Hampton.

ACCOUNTANTS & INCOME TAX

Sir,—The editorial column of
your Dec. 10th issue carried an
item which reads as follows: "The
remarkable advance made by the
profession of accountants in the
Province, as evidenced by the
attendance of twenty students at
a recent banquet here, is cer-
tainly due in large measure to
the requirements of the Income
War Tax Act. One of the real
advantages of being so taxed is
that business men are required to
have adequate accounts and au-
dits. When the farmer learns to
follow suit there will be fewer
farm families ruined by repeated
losses which go unrecognized."

While there are no direct and
definite statements regarding the
employment of a chartered ac-
countant, or a firm of chartered
accountants, the inference is
evident and I am not alone in
this analysis of the above quoted
item, is that the Income War
Tax Act requires statements au-
dited by chartered accountants.

From my reading of the above
it is to be inferred that the
1918 to the present including
additions and deletions. I have no
recollection of any reference to
the necessity of submitting an
audited statement, with the ex-
ception that if such a one has
been prepared then it should be
submitted with the return.

The Dominion and Provincial
Acts do not require the employ-
ment of a chartered accountant
to have the audit made that such
Acts call for. This matter is de-
cided by the by-laws of the govern-
ment of the Province.

Many large organizations have
their own accounting and audit-
ing departments, the members of
which do not use the designation
of "C. A." but are qualified to
present any financial statements
needed or set up a system to keep
books of account.

It is not gainsaying that all
in business, including farmers, are
required to keep financial records
to satisfy the tax assessor; but
who sets up the method, if any
one but themselves, is their own
concern.

There are more, many more,
outstanding accountants and fi-
nancial analysts that use no degree
after their names than those who
do.

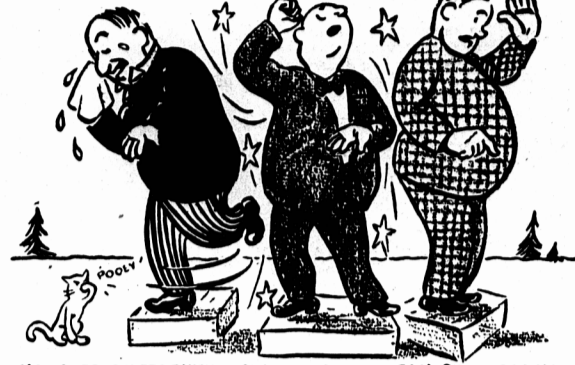
It is not my desire in writing
this to suggest that you singled
out one group for commendation,
so I ask you to give publication to
this letter which carries on from
where the editorial left off.

Nothing written here is intended
to encourage anything but the
highest standards of accuracy and
reliability in the records for
tax return purposes, which
would seem to be the only ones to
which attention is drawn.

I am, Sir, etc.,
P. C. POPE.

FARM FLOOR PRICES

Sir,—I am unconditionally in
favor of the price-floor idea being
applied to most of the basic
farm commodities. The technique
is beyond the economic reach of
anything that beyond the wit of
our economic and political lead-
ers. The one point on which I
would like to see the pricing me-
chanism built would be that it
should have an equitable (and
continuing) relationship to the
general market and the cost of the
things the farmer buys from
Canadian factories, mills and
stores?
This, it seems to me, would be
fair alike to the final consumer
and to the primary producer.
The farmer's position is that
advantages these two major groups of
the population should be good for
Canada?
While I've my pen in hand,
may I say that I was keenly in-
terested in the following para-
graph among your Editorial Notes:
"The Hon. Tom Williams, British
Minister of Agriculture and Fish-
eries now visiting—this country
and the United States, points out



HOWEVER DIFFERENTLY ISLANDERS MAY LEAN POLITICALLY... FORWARD WITH P.E.I.'S HEALTH PROGRAM.



THEY STILL CAN UNITE IN A CAUSE FOR THE GOOD OF ALL!

The Poet's Corner

AN ODE FOR BEN JONSON

Ah, Ben!
Saw how or when
Shall we thy guests,
Meet at those lyric feasts
Made at the Sun,
The Dog, the Triple Tun;
Where we such clusters had
As made us nobly wild, not mad!
And yet each verse of thine
Outdid the meat outdid the wine.

My Ben!
Or come again,
Or send us to Olympus;
Thy wit's great as my pen;
But teach us yet
Wisely to husband it,
Lest we that talent spend,
And having once brought to an end
That precious stock, the world should
Have no more.

—Robert Herrick (1591-1634).

Old Charlottetown

(And P. E. I.)

TELLTALE STUMPS

"Three years ago, while swim-
ing in the cove between Kensing-
ton and Falconwood shores, I not-
iced the remains of a stump nearly
level between the points. I
secured a small piece, and later
subjected a section to microscopic
examination. It showed clearly the
pitted cells characteristic of all
white pines. I have noticed like
remains in the sand about fifty
yards from the bank to the north
of the targets. These stumps show-
ed the bases of the stems to be
water worn and six feet below high
water mark. We may infer that
the land has sunk at least six
feet since these old trees were at
their maturity.

It is evident that these old
stumps tell the story of a grand
old forest where the Micmac, sole
ruler of Abegweit, made his camp
fire and hunted the bear that
is a tidal cove in which the un-
abashed paleface disports his white
pelt.

There is a submerged forest at
Gallias Point and I have seen old
stumps in Orwell and Seal rivers.
—John T. Clarkin, B.A., in the
Prince Edward Island Magazine,
January, 1905.

The Age-Old Story

The Lord thy God will make
these plentiful in every work of
thine hand, in the fruit of thy
body, and in the fruit of thy cat-
tle, and in the fruit of thy land
for good; for the Lord will again
rejoice over thee for good, as He
rejoiced over thy fathers.

than that of unadulterated ob-
scurantism. But the day for that
kind of thing is gone, and gone
forever. Nearly three generations
of free public schools have raised
the average intelligence of the
population to levels which will never
again countenance the party or-
gan as an acceptable or even
quite reputable newspaper. While
every publication has a right to
express freely and forcefully its
own opinions on public affairs
and national questions, it must
also "come clean" with its news,
and give a fair break to all polit-
ical parties and public men, if it
is to serve any useful purpose as
an exponent of the interests of
the nation as a whole.

HITCH-HIKING CHICKENS

HALIFAX — (C.P.) — Ralph
Swanberg climbed out of the cab
of his truck after a 12-hour trip to
find four pullets perched on the
undercarriage of his trailer. He dis-
covered they were his own and had
hitch-hiked a ride from home.

Communications Between
P. E. Island & The Mainland

By Frank MacKinnon

The most serious problem in Prince Edward Island, next to the
land question, has concerned communication facilities between the
Province and the mainland. To an Island which is expected to share
in the commercial and political endeavour of the nation, an effective
link with its neighbours is a vital factor. More than any other, this
problem has complicated the relations between Charlottetown and
Ottawa.

In colonial days distance cut the Island off from intercourse with
Nova Scotia and New Brunswick—a separation which has a distinct
effect on the outlook of its people and the development of its insti-
tutions. The only way of getting to and from the Colony was by
sailing packet in summer and by ice boat in winter. The service was
irregular at the best of times, but in winter it was impossible to ship
goods in quantity, ensure safe travel, or avoid long delays in mail ser-
vice, when the strait was frozen over and crossings tedious and har-
dious.

With the coming of the steamship and the consequent increase
in the speed of mail service, travel, and commerce, the Island Gov-
ernment sought to benefit by it. In 1840 the Assembly noted that the
British Government had let a contract to Samuel Cunard for a steam-
ship service between Pictou, Miramichi, and Quebec, and requested
that the arrangement be changed to enable the boat to call at Char-
lottetown both ways. (1) A reply indicating that Cunard had
refused to do this, but that he would provide another boat if the local
assembly would pay for it. (2)

The first step was taken in 1842 with the formation of the
P. E. I. Steam Navigation Company to commence operations across
Northumberland Strait. The local government lent a hand by pur-
chasing a hundred shares in the company, provided the latter would
run between Pictou, Charlottetown and Miramichi and call at Bedou-
and Georgetown once a fortnight. (3) This was the first permanent
steamboat connection between the Island and the mainland.
The arrangement worked well for a time, but it was expensive,
particularly during the severe months of navigation difficulties, and
the company lost heavily. The local legislature, however, appreciated
the importance of the service and contributed financial aid from time
to time. (4) For the next thirty years the service was irregular and
beset with the problems of cost, and government assistance.

During the negotiations which preceded the entry of the Island
into Confederation, one of the main objections raised by the oppo-
nents of union was that the Island would be unable to participate effec-
tively in the federation because of its isolation. Consequently the bar-
gaining of 1871 included an arrangement for a physical as well as a polit-
ical link between the new province and the Dominion. An appropriate
clause provided that the federal government would be responsible for:

"Efficient Steam Service for the conveyance of mails and
passengers, to be established and maintained by the Dominion Gov-
ernment, and the Island of the Dominion, Winter and Summer, thus
ensuring the Island in continuous communication with the Inter-
collegial Railway and the railway system of the Dominion." (5)

This Island statement considered an essential part of the con-
federation agreement, without which the province would not have
joined and indeed could not prosper. As a part of the Confederation
terms the communication clause became, not a mere matter of sectional
privilege, but a constitutional right.

Trouble began almost immediately, and for fifteen years the
Dominion Government did almost nothing about it. In 1874-75 the
service was provided beyond the irregular crossings of private vessels
in summer and of ice boats in winter. In 1875 and 76 the federal gov-
ernment provided an old wooden steamer, the "Albert", which proved
unsuitable, and from 1876 to 1888 the "Northern Light", which was
designed for heavy work and was laid up for many days. The result
was a constant flow of correspondence and petitions circulated
between Charlottetown and Ottawa. Each year from 1881 to 1885 min-
utes of council and joint addresses of both houses of the legislature
reminded the federal government of its bargain and protested that
the whole economy of the province was suffering for lack of connec-
tions with mainland commerce. (6)

A side issue in 1882-83 concerned alleged negligence of the Dom-
inion with respect to piers in harbours and rivers for which
the Island was compensated by some \$90,000 in 1884. (8) Throughout
the proceedings the local government maintained that the Dominion
has broken the Confederation pledge and was ignoring the Island and
allowing its trade to languish while undertaking vast public works and
expenditures in the West. Although Premier Sullivan, who was in
power at this time, was a close friend of Sir John Macdonald, and
worked in harmony with him on other matters, he led a provincial
rights crusade against the federal government. Nevertheless, when
Premier Hon. Sir John Macdonald visited the Island to send a de-
legation to a conference of provincial governments in October 1887 he
considered "the autonomy of the Provinces, their financial arrangements,
and other matters of common Provincial interest," the Sullivan gov-
ernment refused to attend because it "felt that no good could result
from anything that the Conference could do." (9) The real reason, as
Sullivan pointed out to a legislative committee, was that the Island
was not interested in autonomy or
refusing was that the Island's financial arrangements, but only in the
communications question which did not concern the other provinces, but was a private affair
between the Island and the Dominion. (9)

The Dominion government reacted strongly to the Island's able
re-ude and placed the blame on Northumberland Strait. In a re-
port of a Committee of Privy Council on the Strait, it is said, "The
was stressed, "Winter conditions in the Strait were such, it is pro-
posed it is desirable to provide continuous steam service, and "it is pro-
posed to assume that both contracting parties to the union" understood this
and that the Dominion could only provide and maintain what "science
and experience might determine as the best and most efficient" ser-
vice for the end in view, within the range of possibility." A special committee
of the House of Commons had said substantially the same thing in
1883. (10)

The Dominion reminded the Island that it contributed compar-
atively little to the national revenue and rebuked it for comparing the
steam service with "a great national work," the C. P. R. (11)
This defence invited the obvious retort that an antiquated wooden
boat was not what "science and experience might determine" as the
best and most efficient", and that the Island's financial arrangements,
was an undertaking of such magnitude recognized in the constitution itself
nevertheless a national obligation recognized in the constitution itself
it was the Dominion's obligation to provide the service, while not
the Dominion's bargain with British Columbia.

Sullivan now played his last card by appealing to the Imperial
Government over the head of the Federal. (12)

The Executive Council appointed the Premier and Provincial Sec-
retary Donald Ferguson a delegation to lay the Island's complaints
before Lord Stanley, then Secretary of State for the Colonies, advised
that he did not think that the Queen had "any power to give a de-
cision, or direct or enforce action in this case." Nevertheless, the de-
legation proceeded to London, and on March 1, 1888, received an im-
portant submission to Lord Granville, then Secretary of State for
the Colonies. (13)

On March 12th Sir Charles Tupper, then Premier of the Dominion,
and on the 22nd the Dominion Government, and on the 22nd the
Island delegates replied to it. Finally the delegates, Tupper, and
Granville held a conference in which there was much argument about
details. After the negotiations ended Granville wrote to the Premier
General, Lord Lansdown, advising that, while he doubted "whether any
materially satisfactory communication by steamships could be regularly
maintained all the year round," it suggested that a "metallic subway should
receive a full and if feasible, favourable consideration on the part of the Gov-
ernment of the Dominion." (14) An obvious hint concluded the letter:
"would reflect great credit on the Dominion Government, if, after con-
sidering British Columbia with the Eastern Provinces by a Canadian
Pacific Railway, it should now be able to complete its system of rail-
road communication by an extension to Prince Edward Island." (15)

The immediate result of this Imperial venture in Dominion-Pro-
vincial relations was the Dominion Government's decision to order a
survey of the floor of Northumberland Strait, and in 1888
purpose, added \$20,000 a year to the provincial subsidy, and in 1888
provided a new steamer, appropriately called the "Stanley". In 1888
a second boat, the "Minto" was added to the service.

(1) Fitzroy to Lord John Russell,
May 5, 1840, Public Archives
of Canada, (P. E. I.), A60-1,
page 266.
(2) Lord John Russell to Fitzroy,
Sept. 13, 1840, ibid page 268;
see also ibid page 268 and
vol. 60-3, page 458.
(3) Assembly Journal 1842, pages
98 and 181.
(4) Assembly Journal 1845, page
91; 9 Vic (1846) cap 22.
(5) Order in Council, June 26,
1873, admitting Prince Ed-
ward Island into the Union,
B.N.A. Act and Selected Stat-
utes, King's Printer, Ottawa,
1943, page 171.
(6) At this time the
Railroad was the subject of
considerable difficulty between
the federal and provincial
governments, as the former
refused to take over the road
until the work was properly
performed. See Report to the
Minister of Public Works on
the P.E.I. Railway by Thomas
(Continued on Page 7)