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"The Strongest Memory is Weaker Than the Weakest Ink"

CHARLOTTETOWN, TUESDAY, JAN. 3, 1950

Bank Notes

On January 1st the Bank of Canada assumed liability for the redemption of the outstanding notes of the Canadian chartered banks thus completing a process which began with the establishment of the central bank in 1935.

Those Diesel Locomotives

Early this year we should see our railway locomotive system in Prince Edward Island completely dieselized. That, at least, is what C. N. R. officials anticipate.

In the meantime the coal shortage has resulted in the Canadian National Railways announcing a twenty-five per cent reduction in their steam train services across Canada.

The diesel engines destined for this Province will be specially equipped for yard and road purposes, and local officials are confident that there will be no question of diverting them to other Provinces where steam train services are to be reduced.

In the meantime, it will be well for our political representatives to keep a watchful eye on the delivery dates of these new engines. We don't want them to go astray.

The Threat To India

A major challenge of the New Year confronts the democratic nations in dealing with Soviet penetration in the East. Nationalist China has collapsed, and today, with Communist armies closing in on the India border and washing up against Burma, time is getting perilously short to help these nations as they must be helped.

"Until now, the responsibility for helping them has been largely British and Britain has nearly bankrupted herself in the process. It was the flow of unrequited exports to India—exports for which there is no return in goods or money—which led to the latest manifestation of the recurrent British crisis. It was this aid and the dollars released to them out of the sterling area's dollar pool which allowed India and Pakistan to increase their dollar imports from \$33,000,000 in 1938 to \$491,000,000 in 1948 and to increase their imports from the United Kingdom from \$160,000,000 in 1938 to \$447,000,000 in 1948.

"Britain cannot continue assistance on such a scale. She must to save herself cut down on exports to the sterling area and increase them to this continent. But to do this means less for India at the very time when Indian needs are greatest. To cut

now, might mean catastrophe not only for the government of Pandit Nehru but for the whole western world. It would open the gates of India and so of all Asia to Communism and throw another 600,000,000 bodies into the slave camps of Communism. "Aid on its present level is probably not enough. Yet Britain cannot continue even what she has been doing with great wisdom and generosity. And if the position of India is to be assured, where is that assistance to come from? It can only come from North America either in the form of taking over some of Britain's responsibilities which are finally the responsibilities of all the west, or by some defined programme of assistance which will provide the time needed by the new governments of Asia to establish themselves and raise the standard of living in that area sufficiently to offset the worst threat of Communism."

EDITORIAL NOTES

Let us remember this is now 1950.

Easter Day falls on April 9 this year.

At 2:00 a.m. today the earth was at its nearest to the sun, a distance of 91,445,000 miles.

In our diverse manner we have seen the New Year in. Those who welcomed it most exuberantly, probably now view it with somewhat less enthusiasm than do others.

The annual meeting of the Fisheries Research Board of Canada commences today at Ottawa. Problems of conservation and supply are secondary just now to preservation and marketing.

A Polish born Canadian artist, Walter Trier, who was recently named Man of the Month in Switzerland, comments that we have nothing comparable here to European satirical magazines. He attributes this to the lack of age-old traditions, but it seems more likely that it is due to the essential virility of this country. Satire is, after all, the art of the disgruntled and frustrated.

Canada's policy in 1950 is "to co-operate to the fullest extent with the British export drive; to divert imports from U. S. dollar markets to sterling and non-dollar sources wherever economically feasible; and at the same time take full advantage of the Reciprocal Trade Agreements Act and other means to expand Canadian exports to the U. S."—Trade Minister Howe.

George Monck, 1st Duke of Albemarle, English soldier and sailor, died this date 1670. Was a Royalist in early life, but after capture by Fairfax and imprisonment by the Parliamentary forces, he accepted the command of the Parliamentary forces in Ireland. Under Cromwell at Dunbar he distinguished himself. Later, rejoining the Royal forces he was instrumental in bringing about the restoration of Charles II, who created him Duke of Albemarle. As Admiral of the Fleet he defeated the Dutch.

A two-acre field of lavender in Banchory, Aberdeenshire is the beginning of a growing industry in Scotland. There in the sandy Deeside soil, Mr. A. R. Inkster is turning out perfume from his factory and already building up overseas markets. Mr. Inkster got the idea of growing lavender for perfume while working as a chemist in Canton in China before the war. The local soil is especially suited to the growing of lavender, and the long summer days in the North of Scotland benefit the flower at an important time in the cultivation of the plant.

The Man of the Half Century observed the 50th anniversary of his escape from his Boer prison camp on December 23. A war correspondent for the London Morning Post at the time of his capture, Churchill was taken prisoner during a Boer attack on an armored train. He escaped later by hiding among bales of wool on a freight train. The Boers offered a £25 reward for him "dead or alive" and their poster description of him read this way: "Indifferent build, walks with forward stoop, pale appearance, red-browning hair, small and hardly noticeable moustache, talks through his nose and cannot pronounce the letter 's' properly."

"There is still a tendency (says The Spectator) particularly in the case of the smaller authorities, for the personnel to consist of by no means the most competent and most respected members of the local community. The more the importance of local affairs is recognized, the more public attention is focused on them, the more likely the right persons will be to devote their time and energies to them. The Press can do more than any other agency to arouse and maintain such an interest, and if it is to do that all reasonable facilities must be accorded to it, as by many progressive authorities they are."

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.

PAVED HIGHWAYS

Sir, — Anyone who has driven over some of our paved highways recently does not need any stretch of imagination to realize what the condition of these roads will be when the frost comes out in the spring, and the question naturally arises: — How can our Provincial Government finance the building of a so-called National Highway and at the same time keep in repair our present stretch of pavement that is fast going to pieces? I believe our Premier, who is also Minister of Public Works and Highways, should forget about the construction of the proposed new highway, and apply to the Federal Government for grant equal to the estimated cost of their portion of this highway and apply it to the reconstruction of our present paved roads in a similar manner to that already rebuilt from Summerfield past Fredericton, a distance of approximately seven miles. The Department could arrange a yearly programme of, say, 20 miles per year for eight years and at the end of that time we would have a National Highway from Tignish to Souris. The first section that should be rebuilt would be from Kennington to Road's Corner where some of the pavement has almost disappeared and where men have been working for the past week hauling clay and gravel, filling the holes to make the road passable.

A National Highway is not one that should benefit a few individuals nor any certain community, but one that should benefit, and definitely concerns the masses of P.E.I. It is true that a highway from Borden to Wood Islands might be a benefit to tourists for a few months in the summer, but what benefit would it be to the people of Prince County, especially to those living west of Summerside? It might be argued that Parliament or the Government might not be willing to contribute to such a prospect. But I am sure our representatives are not dictators, but servants of the people they represent, and after all was not our present paved highway the one selected in 1935 to be the National Highway of the Province? I am, Sir, etc., DONALD BAKER

Old Charlottetown

(And P. E. I.)

THE CAPE ROUTE

"The Cape Traverse Branch Railway was taken off the hands of the contractors yesterday, and the first car load of freight for the Cape was shipped by Messrs. Carvell Bros. today. The station house and other buildings — under construction by the Railway Department — are not yet, however, quite finished, and the road will not be opened for passenger traffic until the close of navigation."

"Messrs. Grey and Wheaton are to be congratulated on having satisfactorily completed their contract, but we regret to say the Cape Traverse Branch is the only section of the Capes route which will be ready for use next year. It is said the Cape Tormentine Branch has been graded to within a few miles of the Cape, and that the rails are laid to within a few miles of Port Elgin; but work has not yet been begun upon the piers at Tormentine and there seems to be no hope or expectation of railway accommodation, even from Port Elgin, during the coming winter."

"Some further outlay will be needed in connection with the pier at Cape Traverse. At present the sand eddies round the end of it and collect in a bank where the shipping will be moored. To prevent this a breakwater — not a very costly affair — has been suggested."

"While duly thankful for the accommodation and comfort which the Cape Traverse Branch Railway will afford to travellers in winter, we think that the coming winter should not be allowed to pass by without having a fair trial of two small, strong steamers or tug boats in the Straits, to run, if possible, in concert with the ice boats. The experiment would not cost much; and the Government is clearly bound to do everything in its power to afford continuous steam communication between the Island and the mainland. The tug boats of the Messrs. Batt would, we believe, suit the purpose, and they might be obtained."

—Daily Examiner, Nov. 27, 1884.

The Age-Old Story

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"No Parking"

(Christian Science Monitor.)

While motorcar manufacturers announce proudly that they are turning out automobiles and trucks at a rate of 6,000,000 a year, city managers in convention in Florida have acknowledged themselves as stumped over where to put the cars already in their streets. Almost every country on the globe would like to have that problem.

Nonetheless, the parking problem really calls for some serious thought. Perhaps more than thought, it calls for enough flexibility to adapt ourselves to common-sense adjustments. Some have supposed parking meters would solve the whole difficulty. Meters probably imply a somewhat greater turnover in the use of parking spaces, but cities have found they still require police supervision to assure this result.

Many cities have provided off-street parking lots, and three or more have erected parking buildings. Yet one of them, Bluefield, W. Va., find the principal result has not been to diminish traffic but to draw in more shoppers. In Boston and a few other metropolitan centres it is proposed periodically to prohibit onstreet parking entirely in the area of greatest congestion. This makes sense, but no city administration has yet become sufficiently Spartan to attempt it.

There are plenty of solutions to the parking problem; the only trouble is that none of them assure us a spot in front of our favorite drugstore at the moment we want to stop for an ice-cream soda.

Belated Remedy

(Ottawa Journal)
It would be interesting to know what lies behind the very extraordinary statement made in London, Ont., this week by Mr. Robert McCubbin, M.P. for Middlesex West who is parliamentary assistant to Agriculture Minister Gardiner. At face value it looks like wishful thinking, possibly an attempt by the Government to get from under a very bad situation, and certainly an admission of complete failure of a major Government policy.

Mr. McCubbin, who can be presumed to have spoken his mind in consultation with his chief, told a group of farmers "The sooner the Dominion Government gets out of handling the farmer's products the better the farmer will be in Canada," and later in his talk "I feel that now farmers should hand-dish their own farm products. In effect he was saying that the whole elaborate system of contracts as between governments, built up over the past eight years, should be scrapped and food selling returned to private enterprise and bargaining.

On the face of it this sounds not only sensible but the way Canadians would want to do their selling. The trouble is that the realization comes too late and that it is a belated admission that a policy followed and defended

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His helmet now an hive for bees becomes,
And hilts of swords may serve for spiders' looms;
Sharp pikes may make Teeth for a rake;
And the keen blade, th' arch enemy of life,
Shall be degraded to a pruning knife.

The rustic spade Which first was made For honest agriculture, shall retake Its primitive employment, and forsake

The rampires steep And trenches deep. Tame crows in our brazen guns shall breed; Or gentle doves their young ones there shall feed.

In musket barrels Mice shall raise quarrels For their quarters. The ventri- quious drum,

Like lawyers in vacations, shall be dumb; Now all recruits, But those of fruits, Shall be forgot; and th' unarmed soldier

Shall only boast of what he did while, In chimneys' ends Among his friends.

—Ralph Knevet (1600-1671).

through post-war years is no longer workable.

It is one thing to talk about the need for returning to a system of free trading between individuals, as contrasted to contracts between governments, when individuals are free to trade and have the money to trade with; it is quite another thing to talk of free trading at a time when natural and long-time markets are practically closed as a result of government meddling and currency troubles.

The whole food-buying policy of the United Kingdom today, since the war ended, is based on mass buying under contract and Government distribution. The chief market for our surplus food today is closed tight against private enterprise. If the UK Government agreed with Mr. McCubbin it would be another story but there is not the slightest indication that it does.

AIR PIONEER

The flight of McCurdy's Silver Dart at Baddeck, N.S., in 1909, was the first airplane flight by a British subject in the British Empire.

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Notes By The Way

Elmer Roper, CCF provincial leader, hinted at last week's convention in Edmonton that the party's national leadership is about to crack down on members who publicly criticize party policy. We may deduce from this that Mr. Coldwell and others are tired of the activities of the CCF's members who seem to like Russia better than Canada. Mr. Roper was quite right when he said the public wants to know what the CCF stands for; this, he confessed, is impossible so long as "Coldwell says one thing and other party members in British Columbia say something else."—Calgary Herald.

The Canadian Post Office Department, we note with sorrow, is responsible for a notice which it gets placed in hotels and other places where the public needs to be informed, and which states that ten-cent air letters may be sent "to the United Kingdom and Northern Ireland." This entirely unfounded suggestion that Northern Ireland is not part of the United Kingdom may have been inserted by some Canadian official who regards partition as a crime against nature, or may be due merely to political ignorance; but it is calculated to annoy our friends in Belfast and Londonderry, and should be corrected as soon as possible. The same notice omits the Republic of Ireland from the list of four-cent postage countries unless it is covered by the term "places within the British Empire," which of course it should not be.—From Toronto Saturday Night.

Had he not, in his teens bought a sixpenny second-hand dictionary John R. Clynes might never have earned the unofficial title of "intellectual lamplighter of Bri-

tish labor," or become a minister in Britain's first two Labor governments, in the middle and late 1920's. (He would, of course, have spelled it Labour, which possesses a certain dignity lacking in our American version.) But Mr. Clynes did buy the sixpenny dictionary, he copied it from beginning to end until he knew it by heart, and having thus acquired an extraordinary command of the language he rose in the world (as they used to say), was elected an M.P. and became one of the most compelling speakers in parliament. So when the man who advanced from millboy to minister died the other day at the good age of 80 years his purchase of that dictionary was mentioned prominently in the obituary notices. — From New York Times.

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