

THE GUARDIAN

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Good Neighbours

Mr. Winston Churchill came across the ocean to visit Mr. Eisenhower. It is an ocean that jet aircraft can cross in less than six hours. The British Prime Minister did not travel at that rate but he is, nevertheless, visiting a near neighbour and showing the world that they are good neighbours.

No announcement was made or expected as to what particular subjects were discussed but there is no doubt that meeting of the President-elect was considered more important by the Prime Minister than any special subject for discussion. They are old friends in a new relationship. It is important that they get off on the right foot. Nations may have similar ideals and standards but their interests are seldom precisely the same. When matters can be discussed on a friendly basis they can usually be adjusted to the reasonable satisfaction of both. If each goes its own way, however, there may well be a clash no matter how much it is against the wish of each.

That is a principle that could well be extended to relations between other countries, as Canada is doing by sending Hon. C. D. Howe to Brazil, Argentina and other countries to the south. In the United Nations there are many causes of difference ironed out by personal contact and on the other hand many cleavages are deepened by the formal taking of stands. Let us have more neighbourliness.

A Vital Maritime Claim

In referring recently to the proposed extension of the northern boundaries of British Columbia and Alberta it was pointed out that this Province has a special claim upon the Dominion Government for reimbursement of the subsidy money due us in lieu of public lands, which has been improperly withheld, and which since 1930 would amount to \$782,402. That was the year in which other landless Provinces had transferred to them by the Dominion Government the public lands earlier withheld, and received as well the annual grants as compensation for their lack of such lands. In addition to our special claim in this connection, however, there is a much broader issue in which the three Maritime Provinces are concerned, arising out of the vast acquisition of wealth and material resources accruing from public domain to the Western Provinces.

This matter was dealt with in the Duncan Commission report of 1926, which quoted an important statement by Prime Minister Borden in the House of Commons on February 27, 1912. Referring to the extension of the boundaries of Manitoba in order to put that Province "as nearly as might be in the position of the Provinces of Alberta and Saskatchewan," and of restoring "to all these three Provinces their natural resources upon terms that would be just and reasonable," the then Prime Minister went on to say:

"When this question does come to be considered, some regard will have to be given to the claims of some other Provinces in Canada, and especially the three Maritime Provinces whose boundaries have not been increased, whose boundaries cannot very well be increased on account of their natural situation. That is a matter that will have to be taken up in connection with the handing over of their natural resources to the three Prairie Provinces. I would like my honourable friends from the Maritime Provinces to understand that this is a matter which has not escaped the attention of the Government."

The Duncan report went on to endorse this claim, which still remains unimplemented. It has never been made a party issue, and it is one on which we may assume all Governments at Ottawa to be in verbal agreement. Why then has no action been taken? Perhaps the fault has been in ourselves—in the failure of our Maritime members to join forces in demanding implementation of the assurance given by Prime Minister Borden forty years ago on behalf of the Dominion of Canada, and which is surely just as valid today.

Recent attention to this issue was called in our Forum columns by Mr. J. O. Hyndman, who stressed the present opportunity of bringing home to the people of Canada and the members of Parliament the injustice of depriving these Maritime Provinces of their rightful share in the wealth accruing to other sections of Canada from our northern territories. Mr. Hyndman's suggestion that

a Commission be appointed to examine the whole question and submit a report to Parliament is a good one, and should be urged jointly by all who claim to represent our interests at Ottawa.

Rail Crossings

Commenting on the need for stepping up the protection and elimination of railway level crossings, a correspondent in the Ottawa Citizen suggests that the provincial governments ought to assume the main responsibility, since they already have jurisdiction over highways. The writer pointed out further that in the United States the leading role is in fact played by the individual states.

The American system, comments the Citizen, does in fact differ fundamentally from Canadian practice in relation to the rail crossing problem. Here, the basic arrangement is a partnership involving the federal government (through its Board of Transport Commissioners), the municipality, and the railway company concerned. But a provincial government may, and quite often does, assume part of the cost of a project, when the municipality cannot afford its part of the bill for taking care of a dangerous crossing. The direct responsibility under the present setup, however, is deemed to lie with the municipality.

The federal Transport Board is allowed to make contributions out of the Grade Crossing Fund only where there is an existing level crossing; the law says, indeed, that the crossing must have been there since 1909. It cannot put up a cent if a new street or highway is going to be built across a railway. Re-routing of a main highway, for example, may involve the province in a heavy outlay for construction of an overpass or subway. There is good reason to believe that most provincial governments, because of the limitations of the present law about crossing removal or protection, are already doing more than their fair share. Before they can be expected to dip still further into their own treasuries, the federal government ought to assume a larger responsibility. Parliament votes \$1,000,000 annually into the Grade Crossing Fund. In the light of the need, this sum is a trifle.

EDITORIAL NOTES

Recruiting for all three services is expected to take a jump now that the holiday season is past. This Province has always led in the number of volunteers in proportion to population.

Cold weather and low fuel tanks are a bad combination, apart from the danger of running out of fuel there is the equally serious condensation of moisture on the inside of the tank. Many a car has had its feed lines choked with ice formed from such condensation.

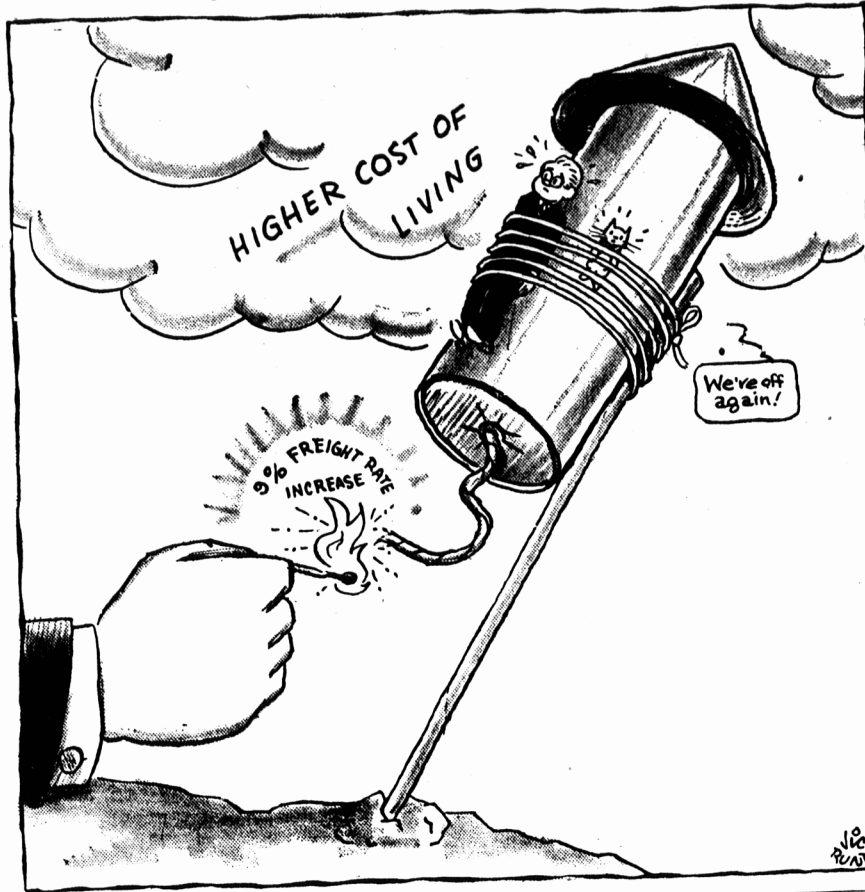
It is always a pleasure to note the success of Islanders who have left their native Province for larger fields. The report from Owen Sound, Ontario of the appointment of Mr. Allan Stewart, M.B.E., to the dignity of Queen's Counsel is particularly gratifying.

If the railways did not have to operate far below the allowable freight rates in Ontario and Quebec to meet competition, the C. P. R. would probably not have to ask for a further increase in the permitted ceiling. There should be some way of compensating the railways for having to operate at less than normal rates in those Provinces without throwing an additional burden on the Maritimes and the West.

A serious drawback to the system of annual parliamentary votes is pointed out again by the Financial Post. When appropriations are not spent within the year they ordinarily lapse, with the result that "it invites government spenders to look for ways of using up any unspent money before the end of March each year". The Post considers that the result may be sufficiently guarded against by the Cabinet Treasury Board but it does take exception to the 12-month Colombo Plan votes which invite the recipient countries to improvise projects on which to spend.

Viscount Cunningham of Hyndhope, British admiral, was born this date 1883. Mr. A. V. Alexander said he was "the greatest sea captain since Nelson." He won distinction at Gallipoli, commanded a destroyer on the Dover patrol. He began his service in the Second World War in command of the first cruiser squadron in the Mediterranean, and later in the North Sea on blockade duty. His flagship brought King Haakon to Britain. He crippled the Italian fleet at Taranto by air and sea action and fought at Calabria, and Cape Matapan. He commanded the 800 vessels which made the landings in North Africa in 1942 and largely organized transport for the subsequent European invasions.

Upward Trend Expected



Old Charlottetown

(And P. E. I.)

SHEEP BREEDING EMPHASIZED

From a report submitted by Peter MacGowan, Esq., secretary-treasurer, at the annual general meeting of the Central Agricultural Society held at Down's Hotel, Charlottetown, Jan. 13, 1941:

"Your committee, desirous of improving the breed of sheep, did in the month of July last commission Mr. Neil McCallum, of Brackley Point, who was then on the point of embarkation for Liverpool, to purchase ten rams, viz: five of the pure Leicester and five of the cross between Leicester and the Cotswold, both breeds being celebrated for their weight of fleece. Mr. McCallum however was prevented by circumstances over which he could have no control, from executing this order. Your committee regret this the more, as they feel satisfied that this climate is particularly favourable to the breeding of that useful animal, for the improvement of which every exertion ought to be made. "They have the gratification, however, to remark that early in the Spring the following fine animals were imported by His Excellency Sir Charles Augustus Fitzclerck, viz: 2 South Down rams; 6 South Down mixed Chinese sows; also, a few ewes.

"A number of very fine fleeces were exhibited during the past season to your committee. Among them was one of the pure Leicesters, raised by His Excellency the Lieutenant Governor, our worthy and esteemed patron, which weighed upwards of twelve pounds. The improvement that has already taken place in the breed of this invaluable animal during the past few years, almost excels belief, and your committee would, in the strongest manner, impress on the agricultural community the necessity of continuing to devote their best attention to this useful and indispensable branch of farming stock.

"The show of mutton at the Christmas market was truly gratifying. A two year old Wexford, raised by Mr. Charles Stewart, of Rosebank, weighed 107 lbs. Your committee regret to find that a great number of sheep are being destroyed during the last season by vicious dogs and they would recommend that some measures be adopted to prevent a recurrence of such an evil."

The Boiled Potato

(Sydney Post-Record)

Mashed potatoes are mutilated potatoes, but try to get potatoes any way but mashed or French-fried in a Cape Breton restaurant when you are making a special request—indeed making an Oliver Twist of yourself, and conceivably open to a charge of eccentricity. Sometimes mashed potatoes are listed on the menu as "whipped potatoes". They certainly are—potatoes. The flavor and character pummelled out of them—as tasteless and insipid a dish as ever humiliated a hungry man. No other food responds more graciously to a kindly treatment. If you don't maltreat it before or after putting it into the pot to boil, or into the oven to bake. Nothing whatever need be done to the potato except wash it and cook it with respect. What other food can you name easier to prepare for the table? Cooked with the skin on it retains all its subtle virtues.

Those with a hearty understanding of the worth of the potato eat every bit of it—skin and all. The superstitious or ultra-fastidious peel the boiled potato. And they leave the skin of the baked potato on the plate as if were just so much rind of a melon. Fly to them. They may not realize what they are missing. Although, of course, the potato skin is not recommended to the delicately constituted, those with ulcers, etc. The robust need have

Harbor Seals

(The Fundy Fisherman) The Federal Department of Fisheries has included Newfoundland among the areas in which it pays bounties for harbor seals. The amounts will be the same as those paid in the Maritime Provinces, \$10 for the destruction of each adult and \$5 for each pup. Investigators by the Fisheries Research Board of Canada indicated that harbor seals as predators cause extensive damage to the fisheries in Maritime area waters. It has been felt advisable to extend the payment of bounties for harbor seals to Newfoundland and Labrador areas so that there will be some method of control of these predators such as that used in the Maritime Provinces and British Columbia. The bounty is payable only for the destruction of harbor seals, also known as bay seals or ranglers, and not for harps or other species.

Out Of This World

(Hamilton Spectator)

On top of the Flying Triangle there is now the flying Crescent, and pretty soon earthbound mortals will lose the capacity for surprise, whatever strange shape they may see zipping across the heavens, be it saucer or sugarloaf, pol-hook or parallelepiped. This is another illustration of the curse of modern inventiveness out of the range of ordinary human understanding and pushing them into a remote, sterile and rather nasty world of abstraction. An average man, simply looking at it, can roughly comprehend the working of a steam-engine, but he can never, merely from an outside view, fathom what makes a Diesel go. He can understand a gas stove but not one of the new high-frequency electronic cookers. Similarly, it takes no particular genius to see what keeps a Tiger Moth up in the air, but the thing looks, after all, like a deal like a child's kite with a fan on the front to provide its own wind (and the fact that the ordinary man doesn't know Bernoulli's Theorem and is therefore unaware that most of the lift comes from the curve on the top of the wing is not important). Even a Spitfire, being fundamentally just a refined Tiger Moth (and pretty, at that), is understandable enough. But the delta wing of the Gloster Javelin and the crescent wing of the Handley Page 80 bomber and the jet engines whining in portentous secrecy, out of sight within the structure of both aircraft, are too much. By the logic of ordinary eyesight, the thing shouldn't fly. Once again science has taken the simple and understandable, and no fear.

These lines are presented as a salute to the baked or boiled potato—skin and all. Add butter, salt and pepper, tuck in your napkin and you're the potato king.

The Poet's Corner

FORTY YEARS ON

O the great days, in the distance enchanted, Days of fresh air, in the rain and the sun, How we rejoiced as we struggled and panted, forty years on! How we discoursed of them, one with another, Auguring triumph, or balancing fate, Loved the ally with the heart of a brother, Hated the foe with a playing at hate! Forty years on, growing older and older, Shorter in wind, and in memory long, Feeble of foot and rheumatic of shoulder, What will it help you that once you were strong? God gives us bases to guard or be-leaguer, Games to play out, whether earnest or fun, Fights for the fearless, and goals for the eager, Twenty, and thirty, and forty years on!

—Edward Bowen.

complicated it into mystery. A by-product of this process is to be seen in the life of children. In the days when horses pulled cars, kids liked toy horses. In the days of the steam engine, they liked toy trains. In the days of piston-engine flight, they liked toy airplanes. But today, in the incomprehensible age of jet flight, they have adopted a sort of defence mechanism against incomprehensibility. They go the adult world one better, put on their space suits and blast off into the imaginary outer reaches of the universe.

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AGENTS THROUGHOUT THE PROVINCE

Notes By The Way

Port Arthur people have in the past few days been heard giving expression to pleasure and satisfaction over the announcement of plans for setting up at a hospital in this city of a cobalt bomb to be used in the treatment of cancer. Accompanying have been further words of appreciation for the measure of help given privately by Senator Norman Paterson, whose monetary contribution in the amount of approximately \$60,000 does much to make it possible. —Port Arthur News-Chronicle.

Iceland is looking for seed to restore her forests. Forests there are now practically non-existent because of thousands of years of grazing and erosion. However, Iceland expects to grow back her forests within one hundred years, the government says. The problem is to find seed which is adaptable to climate and soil conditions. Alaska may supply Iceland with some varieties, however, because of the cost involved in collection and transportation of the seed, it is extremely expensive. —World Farm News.

After a record unbroken term of 16 years as mayor and almost 30 years of public service to the City of St. Boniface, Mayor George C. MacLean will step down at the opening of the new year to make way for his elected successor. The career of this cigar-smoking Scot has been a notable one in many ways, not the least notable being his frequent exclamations and, in other years, his substantial vote at the polls in a city where almost 40 per cent of the electorate is French-Canadian. —London Free Press.

We believe in miracles and we believe in Canada. At an immense cost in blood, tears and sweat (not to mention money) an international festival of the arts could be launched in Ottawa. If it were unquestionably first-rate it would draw very large crowds, and it would provide Canadian artists with standards by which to judge their own work. Canada undoubtedly needs something of the sort, and if Ottawa has the initiative to create such a festival we shall glory in its courage and pray for its success. —Peterborough Examiner.

After months of ruling Egypt, General Mohammed Neguib looks and is a tired man. The dimensions of the job that confronts him are enough to warrant weariness. When he came to power, most Egyptians seemed glad that an honest man with a sense of purpose was ready to tell them what to do. Since then he has proved as intelligent as well as honest. Yet, as the months go by, time is revealing how great are the odds against which he is working — the heaviest being the dreadful economic legacy left by his predecessor the Waft, and the eternal difficulty of meeting population pressure in a country

with its cultivable land already overcrowded. —London Economist.

A London, Ontario, woman was wounded in the head by a .22 bullet fired in the basement of her home where her father and her husband were engaged in target practice. Any rifleman who has been instructed in firearms, or has engaged in competitive shooting, knows that a modern .22 bullet "picks a wallop" that will smash through a small tree at close range or carry more than one mile in uninterrupted flight. If it is proposed to engage in target practice in the basement of a house it is a wise precaution to build a proper bullet "stop" on which the target can be placed. It is also wise to see that the sights are regulated for short-range fire so as to avoid ricochets off the walls and pipes. —Sudbury Star.

The two older, and much maligned political parties, must get quite a chuckle out of the two new parties "slugging it out" in the manner of the gladiators of pre-war days. Then, abusive oratory was at its height, and every politically minded urban and rural voter would have been much hurt if "this man" was worsted in the joust. —Vancouver News-Herald.

To many people, idle time is regarded as an end in itself. They look on leisure as the mere absence of the need of work. Idleness thus becomes confused with leisure, and amusement with recreation. As those who look on happiness as can be sure never to find it, those who seek leisure for its own sake will never find leisure. "It is difficult to rest," said a Roman proverb, "if you are doing nothing." No man is so bankrupt as the one who finds himself with all kinds of leisure and does not know how to use it. "The token of leisure is to have 'nothing to do.'" —Hamilton Spectator.

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