

THE GUARDIAN

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"The Strongest Memory is Weaker Than the Weakest Ink"

CHARLOTTETOWN, MONDAY, DEC. 10, 1951

Tourist Paradise

It is not by accident that the influx of tourists to this Island Province grows greater year by year. What people on holiday look for is something different, a change from their ordinary surroundings, but with it provision for their personal comfort and friendly relations with people.

All this is provided by Prince Edward Island, mostly without conscious effort but in part by well considered measures designed to add the final touch to our natural advantages as a tourist resort.

Care must be taken, however, that in adding refinements we do not destroy the basic attractions of this Province, its restful charm, the contrast between our daily lives and that of the dwellers in great cities, our own special way of doing things and the established rituals of public and private life.

There is a deadly tendency for the tourist trade itself to mold every community into the likeness of every other, be it in Florida, the New England States or the Canadian Rockies. That tendency towards uniformity must be resisted. The quality of service and comfort demanded by visitors and our own people must be maintained but not, certainly, at the expense of substituting standardized "tourist attractions" for our own slowly developed characteristics.

Federal Aid Refused

The campaign so ably conducted by the Canadian Teachers Federation for Federal financial aid to education below the university level has failed for the time being at least. In answering a Parliamentary question on this point recently, Prime Minister St. Laurent said: "While I have the responsibility as head of the Government, I would have to ask my colleagues to join with me in refusing to consider such a request."

The closing of the door on this source of revenue for the publicly supported schools, says the Globe and Mail, leaves untouched the problem of uneven educational opportunity among the various Provinces of Canada. Schools are a valid responsibility of property taxpayers, but a number of other burdens, such as welfare and relief, impose a weight not contemplated when the original division of tax fields was made at the time of Confederation.

Direct grants to the schools from the Dominion Government might afford a temporary headroom in educational expenditure, but they would merely delay the reckoning which must be faced. The question of revision of responsibilities and reallocation of tax fields in keeping with modern conditions and needs is one of the most urgent problems facing the nation. But the haphazard, jerry-built welfare program which the Federal Government has undertaken is complicating and making more extreme the problem of solution. It is creating commitments to such large expenditures that they are becoming the justification for the retention of the present excessive proportion of tax revenues.

Until this issue is faced, argues our Toronto contemporary, the needs of the municipalities cannot be met by the Provinces, nor can the needs of the Provinces be met for the same reason. Statutory grants, such as eight of the Provinces are now receiving from the Dominion, temporize with but do not solve the problem.

Back To Ruskin

It is interesting to find among the numerous more modern references on economic and social reform given in Mr. Leo MacIsaac's current articles, the note: "Ruskin, John: 'Unto This Last'." Ruskin is being rediscovered today, as a political economist far ahead of his time. His art criticisms, on which he was most highly rated in his day, and which abound in passages of beauty and gorgeous imagery, have proved less enduring than his simply worded economic utterances.

But the simplicity of Ruskin is deceptive. Actually, the social gospel which he proclaimed in "Unto This Last", "Time and Tide", and "Sesame and Lilies", is the summing-up of a lifetime of thought and experience, composed in the purest and most

lucid of styles. These works represent the final mastery over his medium of one of the greatest of all our English prose writers. They could be studied profitably from this standpoint as well as for their utilitarian value, though it is the latter quality which is attracting attention today.

An anthology of gems could be compiled from Ruskin's works bearing on many of our current problems. Is it not well for our world statesmen to be reminded, for example, that "the arrangements of the laws of a nation, so as to procure the greatest advantage to itself and leave the smallest advantage to other nations, is not a part of the science of political economy, but merely a broad application of the science of fraud"? Are there not still centres of industrialism bearing, in Ruskin's words, "very nearly the aspect of monastic establishments, in which the roar of the mill-wheel and the crane takes the place of other devotional music, and in which the worship of Mammon and Moloch is conducted with a tender reverence and an exact propriety"?

In this age of scepticism, what better antidote than the Ruskin credo: "Not a day of my life passes now to its sunset, without leaving me more doubtful of all our cherished contentments, and more earnest to discover what root there was for the stories of good men, which are now the mocker's treasure"? It was Ruskin's belief that "to watch the corn grow, and the blossoms set; to draw hard breath over ploughshare or spade; to read, to think, to love, to hope, to pray—these are the things that make men happy". It is being in one's right place that counts. "A flower", he suggests, "is only a group of singularly happy leaves".

Rediscovering Ruskin can be an exhilarating adventure in culture as well as in the way of social and economic research. One need not be concerned as to which of these objectives is the more important. Both can be pursued simultaneously.

EDITORIAL NOTES

Governor General Viscount Alexander was born this date 1891. "The last man off the beaches" at Dunkirk is one of the outstanding generals of the age, as well as a highly popular Governor General.

Tonight new Canadians are being entertained at a Christmas party by Charlottetown's Canadian Citizenship Council. Christmas carols more than almost anything bring home the brotherhood of man.

Charlottetown has all the earmarks of a boom-town. It is true that part of the construction is made necessary by unfortunate accident but most of it is required by business figuratively bursting at the seams.

Prime Minister St. Laurent "dares to hope" that there will be no world war. His hope lies in Canada and the North Atlantic nations mustering the necessary strength to oppose aggression and it being then unnecessary to make use of that strength.

From pillar to post. The shippers went to the Board of Transport Commissioners for rate adjustment, and were told by the Chief Commissioner to go to the railways for adjustment, and then if they were not satisfied to go to the Board for a hearing.

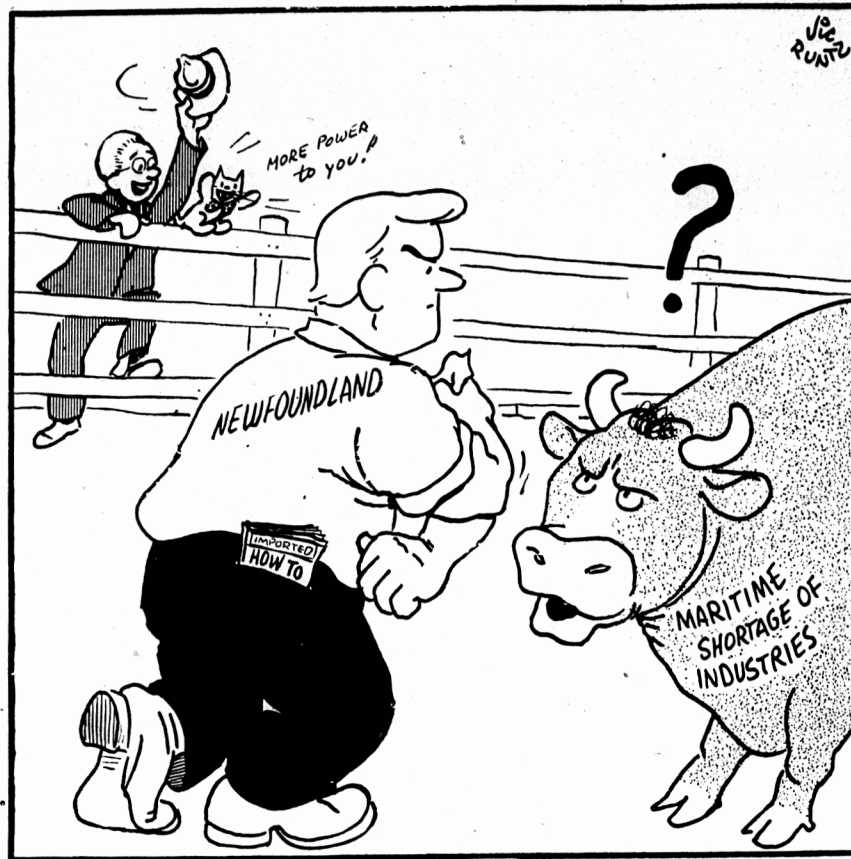
Much misinformation has been current about the effects of DDT and other insecticides on animals, a very important subject indeed to the farmer. Now Government toxicologists in Ottawa are looking for correct answers, with the assistance of an assortment of white rats.

In London Parliament is to receive a two months' Christmas holiday, to enable the Government to prepare legislation to present to the House. At Ottawa the vacation has been delayed because the amount of intended legislation came down too late for the committees to handle properly. "Be prepared" is a good motto for governments as well as Boy Scouts.

That is a good move on the part of Mr. C. E. Shaw of the Fruit and Vegetable Inspection Department to investigate instant reports of inferior quality in potatoes and turnips intended for export. In the past our export market was made to suffer by ill-designed parties passing on to purchasers produce of an inferior grade. Our market has the right to be properly protected from such practices and abuse.

Cotton and linen handkerchief makers plan to regain their market lost to aggressive promotion of paper hankies. Women, who buy 60 per cent of all hankies, will be urged to use them more as specialized fashion accessories. Examples: lace-trimmed ones look prettier peeping out of a handbag; it's more lady-like to use a red kerchief to wipe off lipstick. Men will be prompted to build a handkerchief wardrobe to match ties or shirts; fashion will frown on breast-pocket use of three white points for every occasion.

To Take An Old Bull By The Horns



Old Charlottetown (And P. E. I.)

NEGLECTED THOROUGHFARE

"While the improvements that have lately been made are apparent in most of our streets and approaches, there is one great thoroughfare leading into the city, which appears, in a most unaccountable manner, to have escaped the notice even of our vigilant Mayor. I refer to the St. Peter's Road; and if evidence in proof of the contrast between the neglected state of that part of the city as compared with others were required, those of our citizens who attended the funeral of the Hon. Patrick Walker, this morning, will be fully prepared to give it. For instead of having the benefit of a wooden sidewalk, or plankway, from the Cemetery into the city—as the people should have—we were compelled, on our return, to wend our way, ankle-deep, in mud, at the imminent risk of losing not only our india-rubbers, but our boots. How the resident inhabitants in that section of the town have borne this discomfort so long, is a subject of astonishment to every one who has occasion to travel that way."

—From a letter appearing in The Examiner of Dec. 1, 1877.

To Command Britain's Mediterranean Fleet

(Tom Pocock in the Daily Mail, London) Among the dry lists of promotions and retirements put out by Britain's Admiralty recently was a statement that Vice-Admiral Earl Mountbatten of Burma is to become Commander-in-Chief, Mediterranean Fleet, as from May next year.

To the Royal Navy this meant that one of Britain's most brilliant sea-officers had moved up into the top bracket—and into a command that is vital for the defence of the Commonwealth and the free world as a whole. To Mountbatten himself it meant that his cherished naval career had at last caught up with his unsought career as a general and a statesman.

Louis Francis Albert Victor Nicholas Mountbatten was born 51 years ago at Windsor, in Southern England. His father was Admiral of the Fleet Prince Louis of Battenburg, who was First Sea Lord in 1914. Like his father, Louis went into the Royal Navy. But with his strong family ties with the Royal Family—he is a great grandson of Queen Victoria—a quietly conventional career was out of the question. The Prince of Wales was one of his firmest friends and together they made two tours of the Commonwealth in the battle-cruiser Renown.

It was soon after this that Mountbatten married Edwina Ashley, the intelligent and beautiful daughter of Lord Mount Temple. They became one of the most famous and striking couples in the London of the 1920s. But the sparkling social life of the post-war World War I years claimed little of Mountbatten's time and less of his thoughts. As a promising young lieutenant he was specializing in naval radio and soon became one of the Navy's top communications experts.

In 1934 Mountbatten met the other great enthusiasm of his naval career—the destroyer. His first command was the little destroyer Daring and he tasted the exhilaration of standing on his own bridge with the wind screaming and the spray stinging his face as the little ship cut through the seas at top speed.

When World War II broke out Mountbatten was a captain in command of the new destroyer Kelly and the 5th Destroyer Flotilla. He was soon in action and in December, 1939, the Kelly was mined and Mountbatten brought his wounded ship back to port, though she was half full of water and her upper deck was awash. A year later the Kelly was hit and sank as she steamed at 32

Notes By The Way

A North Bay coroner's jury, investigating a hunting fatality, has recommended that it be made a criminal offence for any person to give a firearm to a juvenile or permit use of a firearm by a juvenile without adult supervision. And surely such a proposal is neither more nor less than simple common sense.—Sault Daily Star.

Circulation managers of newspapers say it is getting harder and harder to find carrier boys and keep them on the job. This is a most disturbing bit of news. What will the banks and the big corporations do for presidents and board chairmen in the year 2000 if the crop of newspaper carrier boys wenders away now? Where will the country turn for elder statesmen? How can there be big shots if they cannot refer to the time when they ran a paper route? The answer could be that if young people and older people in Canada refuse to do the common tasks on their climb to greater things, there won't be so many greater things for them or the country.—The Printed Word.

The fact is painful (of student ignorance of things Canadian and Canadian history). How to explain it? Can it be that, in teaching, the teachers do not take into account enough Canadian realities and the problems of the present times? Intellectual culture, classical humanities—all that is very well, but we must keep in mind the undeniable fact that the professors must equip young Canadians for a life to be lived in the 20th century. However it may be,

knots with all her guns firing. Mountbatten was one of the few to survive.

Soon afterwards Winston Churchill sent for the brisk young captain and put him in charge of a new organization called Combined Operations. With the acting rank of Vice-Admiral and the honorary ranks of Lieutenant-General and Air Marshal, Mountbatten launched Commando raids on the coasts of German-occupied Europe and helped to plan the great combined operation of the Allied counter-offensive. It was he who fostered such great ideas as the Mulberry artificial harbours, the "Pluto" petrol pipeline under the English Channel and landing craft which could fire a salvo of more than 1,000 rockets.

In August, 1943, Mountbatten's name was in the headlines across the world. Churchill had picked him for the primarily military task of Commander-in-Chief, South East Asia. The campaign in Burma was long and hard. British, Indian, African and Gurkha soldiers fought through dense jungle to keep the Japanese out of India and throw them out of Burma. Again Mountbatten sprang a surprise on his enemies. He instituted the offensive-by-air. Whole divisions were flown into jungle clearings and the Japanese, attacked on all sides, thrown into confusion.

Mountbatten expected to return after the war from the temporary rank of Admiral to that of Rear-Admiral. But first he had a job to do as a statesman. Mr. Attlee, then Prime Minister, asked him to become the last Viceroy of India. There Mountbatten contributed much to the smoothness of the transfer of power to the leaders of India and Pakistan.

Finally Mountbatten returned to the Navy and a lower rank. From 1948 to 1949 he commanded a cruiser squadron in the Mediterranean and then, moving up to Vice-Admiral, sharpened the Navy's supply and transport system as Fourth Sea Lord at the Admiralty. And now he is to return to the Mediterranean. His Fleet will be a strong one, his responsibilities enormous. At 51, he is as active as most men of 21 and he has a breadth of experience outside his own special professional field which is exceptional.

the experiment that has just taken place at McGill has been terribly revealing. No doubt it could be repeated in other surroundings and similar conclusions would be arrived at.—Montreal Matin.

The people of Newfoundland don't like Canadian postage stamps, those which have such artistic and picturesque vignettes which ornament with éclat our letters and parcels. Since their entry into Confederation they content themselves regrettably with insipid stamps, with no particular distinction which the Postal Department puts out year after year without displaying the least interest. Newfoundland newspapers deplore it and draw attention to the poor publicity which the emission of stamps obtains for our country abroad. Moreover, occasions have not been lacking for their publication (of more attractive stamps). The Department has let them slip (as for example the third centenary of the Canadian martyrs) on some futile pretext whereas France publishes stamps that commemorate the memorials of founders of (religious) orders, religious ceremonies and the nation's great saints.—Le Soleil, Quebec.

Time was when the windjammers left Sydney and Melbourne for England laden with the new wheat crop or the new wool crop and vied for the honor of being the first to reach Liverpool. It wasn't a question then of how many days to make the voyage but of how many months and weeks. Next year Canadian Pacific Air Lines will put into commission out of Vancouver two jet-powered Comets which will carry passengers to Australia or New Zealand not in days, weeks or months but in hours. Twenty hours' flying time is the expected speed for the long Pacific hop. No wonder we say the world is shrinking. The months the windjammers took to cross the Pacific or the Red River Plains have shrunk to a matter of a few hours at the most. If only the world's peoples could be brought together in peace in the same way as distance has been all but obliterated! What a wonderful thing this could be!—Lethbridge Herald.

The Poet's Corner

SEXTON'S EPITAPH

(From "Ding Dong Bell") These be the ashes of Jacob Todd, Sexton now in the land of Nod. Digging he lived, and digging died Pick, mattock, spade, and naught beside.

Here off at evening he would sit Tired with his toil, and proud of it; Watching the pretty Robin flit. Now slumbers he as deep as they He bedded for the Judgment Day.

—Walter de la Mare.

The Age-Old Story

I am the Lord, and there is none else, there is no God beside me.

For Men's Clothing That Fits J.P. MacPherson & Son 157 Queen St.

Lessons From Europe In Community Progress

By Leo P. Meisac Part Three (continued) (All Rights Reserved) CONSUMERS' AND SERVICES CO-OPERATIVES

Consumers' co-operative stores, which are run efficiently and placed in strategic centers, are a necessary and important factor in our economy. May we look at this special number on the provincial point of view? Here, we now have a central organization established by and serving, all the co-operatives on Prince Edward Island. Our central organization is linked with "Maritime Co-operative Services" (Moncton) which is doing its share to get into the manufacturing and processing field, when and wherever necessary.

This "central" is marketing most farm and fish products and could be delegated as a central selling agency for one or more of the main products in the Province. It can be developed into a big business. But, in the Provincial field, considering all phases of the movement, there is room for more co-ordination. There is much planning to be done and room for directors of our central co-operatives to do more directing and assume more responsibility.

In order to get directors to take this responsibility seriously, one Central Board should have control over every phase of the co-operative movement, be paid for their work and for any extra duties they may be asked to perform. There must be some prestige in this position, and in order to make right and proper decisions they must have a complete picture of activities both on the business and social phases of the movement.

The duties of directors should be to decide on policy, judge the efficiency of the staff; but not concern themselves with small details. When a meeting is called, there should be no question about any director attending, and when directors do come in they should have time to discuss fully all the problems and policies that arise. They should have facilities to investigate any special problems and new proposals. This means that by having too many directors or boards of directors, the essential efficiency or prestige is not possible.

Would it not, then, be possible to amalgamate the administration and the work of the "Co-operative Union" and the "Island Co-operative Services" so that one central board of directors could supervise all phases of the movement? This would involve special departments for supervision and auditing, education, etc. It would be operated so that local co-operatives would pay for the services received. Thus the embarrassing and impractical system of collecting membership fees would be eventually eliminated. The education department of the central would be responsible for directing the educational work which should be more technical than social, more for staff and officials than for the general membership.

For efficiency on the local level, it appears that we must resort to the "branch system" of organization. A business-like system of accounting, managing, buying and merchandising is necessary. People qualified to do these jobs can be hired only when the volume of business and work is great enough to warrant paying them an adequate salary, and provide them with a permanent position and retirement pension plan. Full time, qualified accountants are needed to cope with the increasing volume of office work and accounting in our co-operatives. It would be possible to maintain a highly qualified staff, if the book-keeping, buying, marketing, etc., for a number of the present small organizations was done in a central office.

Qualified buyers, skilled displayers, and capable merchandisers are also necessary. But they cannot be economically employed unless amalgamation or centralization of this work in some way makes it a sound business proposition to hire technical and highly skilled staff. Control can still be kept in the hands of the people through local committees in each branch who meet regularly and who appoint the directors to the central board. After years of trial and experience, too, consumers' co-operatives in other countries have found they had to resort to the "branch system" to complete their large-scale business and provide the services to which people are entitled.

If the "central and branch" system of co-operative stores were operating and an efficient accounting system in effect, it would be possible to have an overall membership identification arrangement. This would permit a Co-op member from any local Co-operative Association or branch store on the Island—or perhaps in the Maritimes—to get his share of the rebate on any purchase he made at any Co-operative store away from home. This is a simple arrangement and would appear to be quite feasible here, as it is working very well in other places.

For instance: John Jones is a member of Branch No. 2 of a rural Co-op. He goes shopping to the larger Co-op store in some neighboring town occasionally and, during the year, buys merchandise there to the value of \$200.00. The code letter of his home Co-op is D; he is member 120 of Branch No. 2; therefore his Co-op number, which he gives for every purchase at any Co-op store in the area is D2-120. The Co-operative at which he dealt occasionally declared a rebate of 5% at the end of the year. This entitles him to \$10.00 and this amount is forwarded to and credited to his personal ac-

count at his own Co-operative. When buying special articles, such as shoes, machinery, etc., at Co-operatives established for this special purpose, his Co-op membership number on his sales slip entitles him to his share of the rebate. It is merely an extension of co-operative principles, that all members have this convenience. Each member has contributed a share to the development of the movement as a whole and is, therefore, entitled to all the services possible. This "central and branch system" also decreases overhead expenses, in that only the main store needs to carry and finance a reserve of many lines of slow-moving goods. Fewer trucks, and necessary and greater overall efficiency can be effected, which in the long run means better service and greater savings to members.

Housing There is need for a survey of co-operative housing possibilities in the urban areas of Prince Edward Island. Tremendous savings can be made for wage-earners in the field and very little outlay or effort on the part of the central co-operative organizations is entailed. In Nova Scotia there has been Provincial legislation for several years that enabled groups of wage-earners to finance low-cost houses. By working together and by co-operative financing, planning and management, many groups of laborers have erected excellent modern houses for less than one-half of the current average cost of building by contract.