

THE GUARDIAN

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

CHARLOTTETOWN TUESDAY, JULY 11, 1950

What About Land Forces?

Thoughtful Canadians cannot remain unaware of the implications for this country of the Korean war. For, despite what the armchair strategists and pseudo-scientists have been saying about a push-button war in the atomic age, it is the foot soldiers who seem to be slugging it out in the Far East. Sooner or later, as the fighting in Korea drags on, the issue of Canada sending ground forces to the scene of hostilities is certain to emerge.

The Government's decision to despatch three small warships to engage in manoeuvres with the United States fleet at Pearl Harbour was a splendid gesture. Equally certain is the response which Canada would give to any request for ground troops. Less certain, however, is how well prepared Canada is to meet such a request.

All that this country has to offer in the way of fully trained men under arms at the moment is one brigade group, consisting of less than 5,000 men, as it is not up to strength. Total strength of all three services is only slightly in excess of 45,000 men. Reserve units, of course, could muster many times that number, but would require extensive training and equipping before they could be sent into action.

Estimate of the number of men under arms available for service abroad would, of course, be reduced by the number deemed essential for defence at home.

National Defence Headquarters at Ottawa is well organized and co-ordinated, and is undoubtedly weighing all the factors that call for consideration both in respect of possible commitments abroad as well as defence needs at home. Most people outside NDHQ, however, remain singularly in the dark as to just where we stand in terms of manpower and the Korean crisis.

B. N. A. Act

Briefs have already been submitted by all but two of the Provinces, Quebec and Manitoba, outlining the views of Provincial Governments on proposed machinery for amending the British North America Act. These proposals are, of course, tentative and will be further studied by the committee of the Provincial Attorneys General and the Minister of Justice meeting in Ottawa August 21st.

There is no doubt that the Provincial constitutions will be left as at present, subject to amendment by the legislature concerned. The newly acquired powers of Parliament, however, to amend its own constitution may be questioned, particularly in matters in which the Provinces have vital interests, as in representation in the Senate and House of Commons. The largest field for the consideration is the interchange of powers between Ottawa and the Provinces.

It is up to the legal experts and Governments to provide adequate safeguards to basic rights in language, religion, education and particular Confederation undertakings without producing a constitution which is so difficult of amendment that progress is impeded.

C. B. C. Finances

Says the Montreal Gazette: In order that the CBC may help meet its current deficit, the Government has extended to the Corporation the additional sum of \$650,000. In commenting upon this sum in particular, and upon the CBC in general, Revenue Minister McCann said that he was sometimes surprised that the CBC was able to do as well as it had; for the licence fee on receiving sets had not been increased since 1938.

This comment, like those in the report of the Special Committee, is hardly fair to the facts. It also suggests that the CBC is somehow bound to frozen revenues, while it is being pulled by soaring costs. Yet not only have the total collections from the licence fee risen through the years as the number of persons with radios has increased, but a wide field for additional revenue would seem to lie before the CBC, in the licence fees that are not being collected at all. It is not enough to point out that the fee has not been increased: it would also seem that, to a remarkably great extent, the fee has not been collected.

If the Dominion Bureau of Statistics is to be believed—and it is the Government's own bureau—about one third of the households with radios in Canada are without radio licences. According to these figures,

another million licences could be collected in Canada, if the collection were efficiently organized. In this way the CBC could receive another \$2.5 millions, while leaving the amount of the fee at its 1938 level.

This is the grossly unfair competition private enterprise in newspaper publication has to meet.

EDITORIAL NOTES

Canada invaded by the U. S. this date, 1812.

The British agricultural delegates had a fine and appreciated opportunity to see the Province at its best.

Already many inquiries are being made about the river tourist launch which is to give a two hour tour.

Charlottetown firemen will go all out welcoming Mr. C. A. Thompson, Dominion Fire Commissioner, drawing the line only at providing a full scale demonstration of their fire-fighting technique.

Robert the Bruce, claimant to the Scottish throne, born this date 1274. Was instrumental in establishing Scottish independence. His grandson reigned as David II; his grandson as Robert II, the first of the Royal Stewart line.

A suggestion which is meeting with considerable support has been made to the effect that during Old Home Week, in order to enable all our citizens to participate, Wednesday, Aug. 16, be declared a public holiday.

Business was busy, busy over the weekend, many visitors commenting upon the fact. The lightning storm on Saturday afternoon did not affect the sales to any extent except those of peanuts due to the heavy downfall of rain which cleared the streets for an hour or so.

Moncton's study of the use of fluorine in the city's water supply to combat tooth decay could well be imitated here. Only careful investigation can show if the minute trace of the element needed for dental health is present in our water supply or otherwise being supplied for children.

The Postal Service may well be proud of the 50-cent "Bluenose" stamp being placed in the first ten of finest stamps since 1840 by visitors to the International Stamp Exhibition, London. This country does not put out great numbers of commemorative issues, but a high artistic standard has long been maintained.

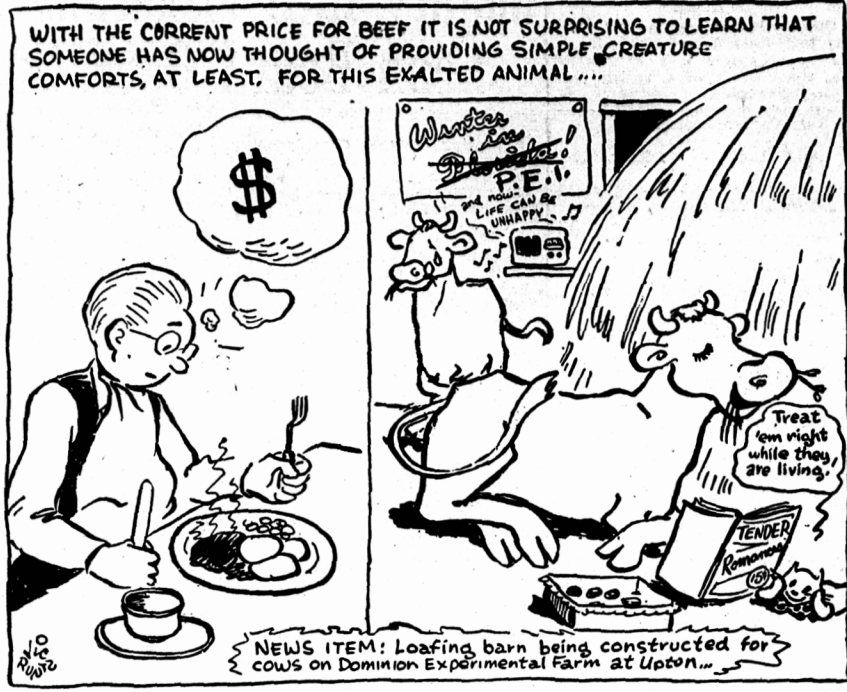
Evidently the chairmanship of the Maritime Commission is no sinecure. Judge John V. Clyne, recently appointed to the B. C. bench wished to resign sometime ago, but was persuaded by the Government to continue in office. There is no indication so far who will succeed him, but it is hoped it will be an Atlantic Maritime man familiar with the many questions at stake.

The Progressive Conservative Party will run a candidate in the Joliette-l'Assomption-Montcalm federal by-election when it is called. Decision to contest the seat in the by-election was reported taken at a party caucus at which the situation was reviewed. The seat became vacant following resignation of George Emile Lapalme, Provincial Liberal Leader, who represented the riding in the House of Commons since 1945.

The present street-widening programme for Queen and Great George Streets should help to make traffic move more freely as well as add to the comfort of parking when conditions are wet underfoot. Despite the congestion in the mid-town area, parking is not a serious problem in this city. No one has to park more than a five-minute walk from his destination, a situation which many visitors consider highly enviable.

Cubbing realistically has its undoubted rewards. Wolf calls don't bother Mrs. Margaret Palmer, says a C.P. bulletin from Vancouver. She's a cub master. Thirty-one cubs meet weekly to shriek a Grand Howl at their cub master. They range in age from 8 to 12. Mrs. Palmer is also choir mother for St. Mary's Anglican Church. She says these double duties can be confusing. "I often forget myself and shout 'pack' at the chorists when they're a little noisy", she says. Mrs. Palmer is by no means a rarity in the cub world in Vancouver. More than half Vancouver cub masters are women. Mrs. Palmer, a registered nurse, was for 15 years a first-aid worker in a logging camp in the British Columbia interior. The backwoods are home to her and she wishes she could take her pack on more hikes. A few days ago, Mrs. Palmer and her daughter—also a cub master—left for the International Cub Leaders' Conference in Edinburgh. We have no representatives from the Island.

Of Bovine Interest



Old Charlottetown

(And P. E. I.)

LOCAL ADVERTISEMENTS

From the advertising columns of The Islander, Aug. 25, 1848: James Davis "begs to announce to the inhabitants of Charlottetown and the island in general, and also to those visiting Charlottetown from Europe, or any of the Colonies, that he has taken over the Victoria Hotel on Water Street, lately occupied by Mr. Fellow, which he has furnished in a neat and handsome manner."

Rev. John McLennan acknowledges the receipt of £3 17s. 4d. from Mr. John Nicholson, Orwell, for the use of the poor of the district, the same having been awarded to him as his proportion of a fine levied on two individuals for selling spirituous liquor without licenses.

Thomas Morris acquaints the public that in partnership with his son he has opened a new boot and shoe establishment on part of the premises formerly occupied by the late J. B. Tybring, but now by Mr. W. Hancock, butcher, where they hope, by strict attention and punctuality, to merit a share of public patronage.

John Dalziel announces that he is fitting up the falling mill lately occupied by Mr. S. Gurney on the Three Mile Run, Charlottetown Royalty, while Charles Binns advertises for sale, at the Old Court House, the property of the late Rev. Angus McIntyre, fronting on Richmond and Cumberland Streets.

Merchants, shipbuilders and others are informed by Watson Duchemin, naval architect, that he is prepared to furnish them with draughts or models of vessels of any size, specimens being on view at Mr. Duchemin's residence on Prince Street, and at the office of James Peake, Esq. The ladies of Charlottetown are advised that Miss Williams had commenced business in the millinery and straw bonnet making line in the house of William Hancock, opposite the residence of Mr. James Coles, Sr. Mr. A. A. MacKenzie, about to open an evening class for the instruction of young men, announces that he will give a free Opening Lecture on Saturday evening next, at 3 o'clock, in his School Room, corner of Great George and King Streets.

Money Values

(H. L. Clark in the Windsor Star) The American dollar is the current standard of value for all currencies. The Canadian dollar is worth 90 cents in American funds. The English pound is worth \$2.80 American. Here are the different currencies and their values in American money.

Table with columns: Country, Currency, Value. Includes Great Britain, Canada, Austria, Belgium, Denmark, France, West Germany, Greece, Holland, Iceland, Ireland, Italy, Luxembourg, Norway, Portugal, Sweden, Switzerland, Turkey, and Switzerland (repeated).

The Age-Old Story

He that tilleth his land shall have plenty of bread; but he that followeth after vain persons shall have poverty enough.

CAPE TOWN, South Africa, June 20 (AP)—The South African Communist Party announced today it had decided to dissolve at once. Sam Kahn, lone party defector, made the announcement to Parliament, where a bill to outlaw the party is nearing final passage.

For Foot Ailment

Orthopedic Chiropodist 143 Great George Street CHARLOTTETOWN, P.E.I. Consult H. J. A. BROWN D. P.

Government By Commission

(Ottawa Journal)

Under its Temperance Act the Province of Prince Edward Island has stores from which liquor is sold, and the system is administered by its Temperance Commission.

The law gives this Commission the power to make regulations, in the cause of temperance, for the control of liquor, and recently the commission announced that henceforth it would be illegal in P. E. I. to possess a shaving lotion—the explanation being that it contains a percentage of alcohol. Conceivably some hardy residents of the Island might use it as a beverage—at least that must have been in the minds of the commissioners.

One merchant, prosecuted under this regulation, paid a fine. Another defended himself, and successfully, before Magistrate R. S. Hinton of Summerside. The magistrate held that the Crown had not proved that the seized lotions were liquor, and followed with this sharp observation: "It is indeed a shocking thing to realize that every person in this Province in possession of a bottle of shaving lotion may be charged for having illegal possession of liquor. And it is all the more shocking to realize that this became law by virtue of a regulation of a commission, enacted without benefit of discussion by members of the Legislature."

What we see here is an abrogation by the Legislature of its duties and responsibilities. We see a body not elected by the people, and with no direct responsibility to the people, given the power to create laws and to use the legal machinery of the Province for their enforcement, to punish those who break these commission-made rules.

It is a dangerous tendency, which by no means is confined to Prince Edward Island, and needs to be resisted by those who believe in parliamentary government. The wise words of the Summerside magistrate should be taken to heart.

The Channel Tunnel

(Sir Herbert Walker, London, chairman, Channel Tunnel Co. Ltd. in the Ottawa Citizen)

Some time ago, a motion was tabled in the British House of Commons by a group of M.P.s of all parties. It called on the government to "approach the French government with a view to undertaking jointly a fresh examination of the project to construct a tunnel under the Channel." A similar motion was tabled at about the same time in the House of Lords and in both the Chambers of the French Parliament.

During the last 70 years a succession of enthusiasts have championed the cause of the Channel Tunnel in Parliament. So far, the attempts have been defeated by the prejudices of military experts who believed that the Tunnel involved a "threat to national security."

During the present century three separate attempts have been made in Parliament to revive the project: in 1906, 1913, and 1929. On each occasion the question was referred to a special committee. Each of the committees reported in favor of the Tunnel, but in each case the government of the day decided against.

In the past the arguments for the Tunnel have been almost exclusively economic. Today it is not so much the economic as the political factor that gives it its special significance; the desire to do something concrete to cement Western Union. It is doubtful if anything would contribute more to Anglo-French co-operation than the establishment of land communications between the two countries.

It is sometimes suggested that air travel has made the Tunnel obsolete. The truth is that owing to weather and other reasons, what wars can do to a nation's monetary values.

The Poet's Corner

THE CARRIAGE DRIVE

Because I could not stop for Death, He kindly stopped for me; The carriage held but just ourselves And Immortality.

We slowly drove, he knew no haste, And I had put away My labour, and my leisure too, For his civility.

We passed the school where children played At wrestling in a ring; We passed the fields of gazing grain, We passed the setting sun.

We paused before a house that seemed A swelling of the ground; The roof was scarcely visible, The cornice but a mound.

Since then 'tis centuries; but each Feels shorter than the day I first surmised the horses' heads Were toward eternity.

—Emily Dickinson.

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Notes By The Way

Sudbury stole the spotlight in attached to his car; therefore all other drivers on the road know when they are near a driver who has been found guilty of driving to the public danger. So far 461 of these "disgrace plates have been placed on Saskatchewan cars; 176 other motorists have had their licences suspended altogether. Plainly Saskatchewan means business. —Peterborough Examiner.

Hazel is one of the few given names that were made popular by plays. It was virtually unknown as a feminine name until 1888 when the drama, "Hazel Kirke," by James S. McKaye, opened in New York. The present widespread use of the name is traceable to the admirable qualities of the heroine, Hazel, and the impression she made on the millions who saw the play, one of the most successful produced in this country. —Collier's Magazine.

The provincial government of Saskatchewan has adopted a plan for dealing with traffic offenders which we shall watch with interest. Any driver convicted of a serious offence has his current licence plate taken away, and a new one in a distinctive color is attached to his car; therefore all other drivers on the road know when they are near a driver who has been found guilty of driving to the public danger. So far 461 of these "disgrace plates have been placed on Saskatchewan cars; 176 other motorists have had their licences suspended altogether. Plainly Saskatchewan means business. —Peterborough Examiner.

cross-Channel traffic can never rely solely on the air.

There have been various plans for the Tunnel. The latest is the work of a French engineer, M. Basdevant, who proposes to combine road and rail traffic in a single tunnel. As far as Great Britain is concerned, however, the only mature project in existence is that of the Channel Tunnel Company. This company, which was formed in 1881, was originally known as the Submarine Continental Railway Company. In 1887 it changed to its present name. The company owns some land between Folkestone and Dover where shafts were sunk towards the end of the last century and an experimental tunnel cut for some distance under the sea. When last inspected before being sealed up, this tunnel was in good condition as still comparatively dry.

In the plan of the Channel Company a new railway would be built joining the existing main line from London to Dover three miles on the London side of Folkestone. It would proceed from here to the hills just east of Folkestone, where the two lines would enter separate tunnels constructed in the Lower Chalk Stratum which outcrops at this point. These tunnels would follow a falling gradient parallel to the coast until they reach a point near Dover, where they would turn right and pass under the sea on a series of easy gradients until they began to rise again as they approached the French coast near Sangatte. Five miles beyond Sangatte the lines would emerge from the two tunnels and run together across open country until they connected up with the main Calais-Paris railway near Boulogne.

The total length of the new railway would be 44 miles, of which eight would be in the open country and 36 inside the tunnels, including 24 under the sea.

As regards the cost of the scheme, the 1930 estimates have been revised. It was then thought that the Tunnel — or rather tunnels (there would be three) — could be built for about \$84,000,000. One more probable figure today is between \$140,000,000 and \$188,000,000. Spread over five years this would entail an initial expenditure of \$4,000,000 annually to be divided equally between Britain and France.

As to revenue, on the assumption that the traffic using the Tunnel in 1950 would be heavier than the cross-Channel traffic in 1938 — the last "normal" year — the total gross revenue should be about \$16,800,000. Putting the operating costs at \$2,300,000 annually, there is left a net revenue of approximately \$14,500,000 to meet the interest on capital and various other incidental expenses. It is calculated that after paying all expenses there would be sufficient margin of profit to permit a substantial reduction in the present rates for cross-Channel traffic.

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