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

CHARLOTTETOWN TUESDAY, APRIL 25, 1950

Trans-Canada Highway

It is inevitable that the selection of a route for the Trans-Canada Highway should fail to satisfy everyone. Probably it would not even be possible to get a majority in favor of any route. The important thing is that a reasonable choice be made and stuck to, so that work can proceed with dispatch.

Optimistic Forecast

Pessimism finds no place in the reassuring picture given by Trade Minister Howe of a new high in public and private capital investment spending in Canada this year. He told the House of Commons that total investment may be increased five per cent over the record 1949 spending of \$2,400,000,000 and that construction spending will form the biggest part of this increase.

Longer Life

The U. S. office of vital statistics from a study of 1948 mortality figures reports that the average length of life has increased to 67.2 years. Life expectancy for white women had already exceeded the biblical span of three-score years and ten. It was 70.28 years in 1946.

The prospect of long life for a child born on this continent in 1950 is vastly greater than it was 50 years ago. At the beginning of the century the average length of life was 49 years. In the middle of the 19th century it was much less than that.

This increased longevity has been due largely to improved public health measures and to the conquest, through medical science, of children's diseases and maternal mortality and the attack on infant mortality. The gains have been made in the lower age rather than higher age brackets.

There has been a striking improvement in reducing infant mortality. For example, of the children born in Canada in 1942-46, about 60,000 lived to their first birthday, who would have died at the rates prevailing 20 years previously.

The Conservative Conference

Addressing the Progressive Conservative conference at Ottawa last week, the national leader, Colonel Drew, emphasized the vital importance of organization in the winning of elections. To illustrate his point he cited the case of the British Conservative party and its remarkable recovery from the disastrous defeat of 1945. This is the realistic approach to the party's problem in Canada also, and it is well that it should be sounded as the keynote at the Association's first meeting since the election of last June.

According to the Globe and Mail, there was certainly none of the atmosphere of a wake at last week's gathering. Since 1921 the party has held office at Ottawa for only five years; yet, even by last summer's showing, they had a substantial minority—30 per cent—of the votes. Their aim must be to become more than 50 per cent, and that can be done only in two ways, by organization and by evolving policies which suit the public temper and promote the national interest.

Organization, as Mr. Drew rightly said, must be the party's first concern for the present. There are sections of Canada, including some whole Provinces, where the Conservative party has almost vanished from the political scene because of inactivity on the part of its supporters and the failure to make its case known. Mr. George Nowlan of Nova Scotia, the newly elected president, has a big assignment on his hands. One of the leaders of the bar in his Province, a vice-president of the Canadian Bar Association and a governor of Acadia University, his appointment has been hailed with general satisfaction. That a man of such distinction, with a busy law practice and wide outside interests, should

be willing to take on the arduous task of practical politics, is a heartening thing, auguring good not merely for his own party but for our party system.

Two principles ought to guide the party in reshaping their platform. One is to go to the grass roots and learn what the people are saying and thinking. The other, underlined by Mr. Drew, is to put the emphasis on Canadian progress.

EDITORIAL NOTES

There should be a large attendance at tonight's public meeting of the Children's Aid Society.

The natural resources and industrial development of Alberta are set forth statistically in a very attractive volume published by the Department of Industries and Labour of that Province.

Russian medical researchers are using long sleep therapy. Perhaps this provides a clue to the origin of such announcements from that country as the discovery of electricity.

The Arts and Crafts Guild handicraft exhibition opens its second year's showing tomorrow. This should provide a measure of the success of the Guild in encouraging home craftsmanship.

This is reported to be the last big year of the R. C. A. F. photo squadron's task of photographically mapping Canada from the skies. Perhaps the equipment and skills available could be turned to the task of providing municipalities with detailed maps for community planning and other uses.

The Massey Commission on Arts, Letters and Sciences has decided that the brief of the World Calendar Association does not come under the Commission's terms of reference. As previously noted, art is long, but it is not proposed to alter the method of measuring its duration.

Anzac Day. Thirty-five years ago today the Australian and New Zealand Army Corps gave their name to the place where they landed on the Gallipoli peninsula. Anzac Cove lies under the cliffs of Sari Bair mountain, North of Gaba Tepe. The landing was about a mile north of the point originally selected.

Islanders will be gratified at the success attending the efforts of the three man trade mission to Newfoundland. The addition of a representative of our importing interests in future missions might be well received by our Newfoundland friends who will appreciate the recognition that trade is a two-way affair.

The Financial Post has a word of consolation for the taxpayer at this season. Several people, says our respected contemporary, have spoken about the helpful and courteous manner in which they have been received at the Income Tax office where they have gone with bothersome problems. It's the little things like that, it concludes, which make parting such sweet sorrow.

The very large attendance at the funeral of the late Mr. Henry Laphorn yesterday testified to the wide esteem in which he was held. As a former City Councillor, business man, member of the Masonic Order and Sons of England and former trustee of St. James Church, Mr. Laphorn played a prominent part in the life of the community, and discharged every obligation conscientiously and well.

Mayors of 250 Canadian communities have received from their national organization a pamphlet published by the Canadian Welfare Council entitled "Youth in Your Town", being six memos to the mayor drawing attention to youths' needs in the matter of jobs, health, recreation, religion, organizations, family, citizenship, expression, understanding and action. It should prove a useful check sheet to see just how our own community is facing the problems of the younger generation.

This nation is in debt to men who saw beyond the forbidding obvious, who threw their hearts ahead, like mountaineers scaling hooks, and pulled themselves up after them. Has something happened to us in these latter years? Have charts and graphs entangled pioneering feet? Do we too often prate of Enterprise, deplore the Welfare State, but coddle ourselves with caution? Do we, in effect, approach gingerly the two-dollar window, and then wonder if we shouldn't cover our bets? Of course, there are still businesses that dare to back a new product or service not only with money but with faith and bright enthusiasm. In them lies the hope of a more exciting future, a business world where adventure still will live—a world where the poet may, as he always has, write history, says Canadian Business.

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.

DOUBLE FERRY SERVICE

Sir,—When the Hon. Lionel Chevrier, Minister of Transport, announced in the House of Commons recently that a double ferry service would be operated between Borden and Tormentine from June 15th to September 15th in an endeavor to better accommodate the tourist traffic to and from this Province, the Minister made the statement at the same time that if the operating costs are not offset by additional revenues, it is distinctly understood that the double service will not be authorized in 1951. The Island members had a wonderful opportunity to point out to the House of Commons, and particularly the Minister of Transport, how this part of the Maritimes had suffered over a long period of years, in being deprived of adequate and efficient service guaranteed this Province under the terms of Confederation, and as a result was unable to develop its resources, including the tourist trade. Efficient transportation and the cost of transport is an effective determining factor, whether it has to do with the moving of farm products, live stock, fish and merchandise, everyday passengers, or tourists.

Prince Edward Island bought and paid for efficient transport and other services when she entered Confederation. These services were to be supplied and maintained at the expense of the Canadian Government. What the Boards of Trade have been advocating for many years is an auxiliary ferry for cars and trucks, which could be operated at a minimum of cost, and supply the extra service that is so badly needed, if our tourists are to avoid delays in making connections to and from the Island, and leave our shores in a happy mood, rather than being disgruntled. With the coming of the Trans-Canada Highway the need for such an auxiliary service would be greater than ever before.

During the time Hon. Charles A. Dunning was Minister of Railways and representative for Queen's County, he made the statement to Board of Trade officials, during a visit here, that the only proper and satisfactory solution to give the Island the service it was entitled to was an auxiliary ferry, operating day and night, to meet all traffic demands. A Senate Tourist Committee, who a few years ago were appointed to make a study of the tourist industry in Canada, in referring to transportation to and from Prince Edward Island, stated in their report as follows: "It is the essence of the Canadian partnership that ferry rates and service to and from the Province should be such as to relieve it, in so far as possible, of the disadvantages of its island position. Anything short of this makes for insularity."

Prince Edward Island stands in an unique position. Her geographical location, her position, as well as the adequacy of means of communication with the mainland, and the guarantees given her for services as provided to the other provinces was to make this island a real and integral part of the Canadian Confederation. The cost of operating the ferry service and supplying adequate and efficient service is part of the Canadian Government's obligation to this Province. Every year it is broadcast from Ottawa that there is a certain amount of deficit. To published information works to the prejudice of Prince Edward Island, and places us in a false light with the other provinces. After all, the ferry service is a link in the national railway, as well as a highway.

It is conservatively estimated that the ferry develops long-haul rail traffic, that brings to the railway several million dollars of revenue per annum. You might as well state that an engine hauling a train is causing a deficit by charging up the fuel and wages, and not giving any credit for the long-haul traffic created as a link in the service. The car ferry operating costs should disappear as a deficit in the accounts, and become a charge against the consolidated revenue as car ferry service, being in part fulfilment of the Confederation Agreement.

Take the Canadian canals. — does one ever hear of a deficit being published? No, it is regarded and treated as canal service. Now I would like to respectfully suggest that if the Minister of Transport is so concerned about economy in transportation service, rather than deprive this Province further of the services guaranteed by the Confederation Pact that he inform the taxpayers of Canada why there is no toll on either Canadian or foreign vessels using the canals in connection with the St. Lawrence waterways. These canals cost a great many millions to construct, and cost a good many more millions per annum to maintain and operate. Both the Panama and Suez Canals charge tolls, as much as 80c to \$1.00 per ton, and they are self-supporting. The Canadian canals handle more traffic than any other canals in the world. In 1948, for which the latest figures are available, over twenty million tons of freight were transported, which at \$1.00 per ton would bring in a revenue of twenty million dollars.

The late Sir Edward Beatty, while President of the Canadian Pacific Railway, a few years before his death, in speaking over the radio from Windsor, Ontario, made the statement that the time had arrived when there should

PRINCE EDWARD ISLAND

A PLEASANT LINK IN THE



be a toll on all traffic moving through the Canadian canals.

I would respectfully suggest that the time is long past when our Federal members and the Provincial Government should take a firmer stand, and inform the Canadian Government of our rights in these matters, and insist that they be carried out one hundred per cent. This is most essential if we are to develop the few resources we have, and create sufficient opportunities for our boys and girls to remain in Prince Edward Island.

I am, Sir, etc.

J. O. HYNDMAN
Charlottetown, P.E.I.
24th April, 1950.

POLITICALLY SPEAKING

Sir—A few days ago you published a letter of mine, written in friendly criticism and by way of suggestion, to those to whom has been, temporarily, entrusted the destinies of the Progressive-Conservative Party in this Province. Today I wish to continue the exposition a little further, lest what I have already written might appear incomplete. It is no disgrace to a political party to be below par at times, but it is a reflection on some, person or persons, or both, should the party remain in that position, without effective effort towards recovery or the attainment of normal status, being made.

The Progressive Conservative Party was at one time a powerful political force and influence for good in this Province. That it has fallen on evil days cannot be disputed, in the face of recurring evidence, as demonstrated in one election contest after another for the past fifteen years or more. That it can make a comeback to an equally impressive position, is equally impressive, if we review in retrospect the Party's victorious experiences since, and including, the almost complete extermination of the Liberal Government early in the year 1912. That it has not succeeded in doing so, since the disaster of 1935, must be owing to some reason or combination of reasons that have not yet been officially acknowledged.

The discovery, the pinning down, and the reporting of apparent causes, without fear or favour, is the responsibility of the Provincial Executive. Elimination of such, and the rehabilitation of the party, is the duty and obligation of the Provincial Association alone. The main criticism that can be made about the Provincial Executive, and not the present incumbents alone, but predecessors as well, is that no opportunity has been given to the rank and file of Conservative voters to meet together in Provincial assembly, for the past ten to fifteen years. They have, on occasion, after occasion, asked for such a privilege and this right has been denied equally often.

It is generally conceded that criticism is much easier to indulge in than suggestion for the solution of a problem. I have made what I deem fair criticism. Now I would venture to suggest a mode of procedure. I believe it would lead to a solution. I would recommend: First, that the present executive get together in immediate assembly and together with every office member or other office holder, including the leader of the Party, representatives from the Women's and Young Peoples' Association, resign their positions to the last man or woman, irrespective of what position they now occupy and thus clean off the slate completely.

Secondly, that before doing so, and while still in authority, the Executive appoint a Regency consisting of seven members, two each from King's and Prince Counties and three from Queen's County, that will carry on party affairs according to the constitution, until such time as a new Association be constituted and established. That the personnel of this Regency be selected with a view to competency, interest in and desire for the welfare of the Progressive-Conservative Party and impartiality towards any other consideration or objectives.

Thirdly, that this Regency be instructed to call a meeting of the Progressive-Conservative electors of Prince Edward Island, to be convened in Charlottetown as soon as conveniently possible, and positively before the end of July 1950, for the purpose of organizing a new constitution, and a Provincial Conservative Association of the Province, at the consummation of which, this Regency would cease to function

The Poet's Corner

SPRING

There is no time like spring.
When life's alive in everything.
Before new nestlings sing.
Before cleft swallows speed their journey back
Along the trackless track—
God greeds their wing.
He spreads their table that they
nothing lack,—
Before the daisy grows a common flower.
Before the sun has power
To scorch the world up in his noontide hour.
There is no time like Spring.
Like Spring that passes by;
There is no life like Springlike
born to die.—
Piercing the sod,—
Clothing the unouth clod.
Hatched in the nest,
Fledged on the windy bough.
Strong on the wing:
There is no time like Spring that
passes by.
Now newly born, and now
Hastening to die.

—Christina Rossetti (1830-94)

and be replaced by the new Association.

Fourthly, that at this organizational meeting, a slate of officers be elected to conduct the affairs of the Association for the ensuing year, or until such time as would be named for the first annual Association meeting, and—

That at this meeting a constitution and code of by-laws be submitted for adoption, and—

Finally, that at this meeting a leader for the Provincial Progressive-Conservative Party would be selected. The above submissions may not be sufficiently all-absorbing, and may, in other respects, be slightly imperfect; but I believe they do portray fairly accurately, the opinion and desire of the vast majority of Conservative voters in the Province. The suggestions are advanced as a challenge to those now occupying responsible positions within the Party, and their reaction will be awaited with interest by many.

I am, Sir, etc.
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Notes By The Way

Through some peculiarity of Germany's physique, it seems impossible to put her on her feet without building up her arms. — Edmonton Journal.

Tallies in Melbourne, Australia complain that men there are well dressed until they get married. But that appears to be the universal norm for the Honest Johns who bring home the bacon — Hamilton Spectator.

Since M. E. Nichols is one of our oldest and best friends in the Canadian newspaper world, we feel that we should pay the University of British Columbia compliment on its good judgment in deciding to place him amongst its honorary graduates. Next month Mr. Nichols is to be given an honorary degree of Doctor of Laws, along with a number of other Canadian notables. No newspaperman in Canada better deserves the recognition — Lethbridge Herald.

Britain in 1949 had the lowest child death ever recorded. Details given in the Registrar-General's report for the final quarter of the year show that deaths of babies under one year old totalled 23,682, or 32 per 1,000. In 1948 the comparable figure were, 28,763, or 34 per 1,000. Figures for the United States were 31 per 1,000 and for Italy 47 per 1,000. Live births registered in England and Wales last year numbered 731,566, a rate of

16.7 per 1,000 of the population. This was 1.2 below the 1948 ratio. Fifty of every 1,000 births were illegitimate, which was 10 per 1,000 below the average for the preceding five years. Deaths in 1949 numbered 510,816 or 11.7 per 1,000. The rate in 1948 was 10.8. Births exceeded deaths by 220,740. London Daily Mail.

Advocates of hard money as against the soft or folding variety will be glad to hear that the silver dollar is making a comeback and that the United States mint at Denver reports a growing demand for being the possessor of a money like a pocketful of silver dollars. They gave a pleasant "clunk" when tossed down on a counter, and half a dozen of them rattling in the pocket gave a wealthy sounding clatter that falls pleasantly on the ears. They are highly esteemed by gamblers, and while a worn, bedraggled \$1 bill seems a stingy gift, a big, heavy silver dollar seems entirely different, and as an offering any one would gratefully receive. There is also the argument that you can tell at first glance what a silver dollar is and no arguing. Plenty of people, to their pained surprise, have given away what they thought was a \$1 bill and it turned out to be a \$5 or even a \$20 bill. These cases of mistaken identity never occur with a silver dollar — Indianapolis Star.

Old Charlottetown

(And P. E. I.)
ADVERTISEMENTS

From Hazzard's Gazette, June 28, 1854:

Mr. William Dodd begs respectfully to inform his friends and the public that he has commenced business as Auctioneer and Commission Merchant, and trusts, by punctuality and attention, to merit a share of public patronage. Artemas G. Sims announces that he has commenced business at the corner of Queen and Sydney Streets, and Thomas Owen that "the Western Mail will be forwarded on and after Monday next, the 22nd of May, inst., every Monday and Thursday morning at 9 o'clock." John Todd, "thankful for past favors, takes this opportunity to inform his friends and the public generally that he has removed to Green's Shore, and will be prepared to furnish Carriages of every description at the shortest notice." Thomas MacNutt, chairman of school trustees, Pricetown Royalty, advertises for a teacher for the Fanning Grammar School of the Second, or highest Class; "this School having latterly been ably conducted, the inhabitants are the more desirous that it should not retrograde, consequently none need apply who are not fully competent, and who cannot produce satisfactory references as to their competency and general good conduct."

Contributions are solicited at the Temperance Hall for an exhibition and sale of "fancy and useful articles," under auspices of the Episcopal Church. W. C. Hobbs announces the opening of his brass foundry and machine shop "in Great George Street, on the old stand," also that he has just received "a handsome stock of Plates and Cases, gold and plated Lockets and Brooches for Likeness, done by top or side light," and "a first rate Camera, for sale, with instructions."

The Royal Agricultural Society advertises premiums of 10 shillings to £3 to be awarded for the best acre of Swede turnips at the Industrial Show to be held in November in Charlottetown. Mr. Richard Hearts has for sale "a very comfortable and easy Hooded Wagon, price £40, at three months, on approved note." Thomas Mann,

tailor, informs his numerous friends that he has just removed his business from Upper Queen Street "to the house lately occupied by Mrs. Wood, in Pownall Street, next door to Mr. Dodd's Brick Store."

H. N. Hillcoat, having lately purchased the Keppoch Estate, at the east side of the entrance to Charlottetown, cautions all persons against "cutting or carrying away wood, hauling seaweed or trespassing in any manner." Henry Hazzard announces receipt of a large new stock of British goods at his London House, Great George Street.

Numerous properties in Charlottetown and Royalty are offered for sale by the estate of the late Hon. Colonel A. Lane, also "Pew No. 31 in the South Side of St. Paul's Church, Charlottetown." Hon. W. H. Pope has for sale "that valuable plot of ground at the head of Prince Street, formerly the site of the Baptist Chapel, fronting 100 feet on Euston Street and 104 on Upper Prince Street," it being "one of the most desirable situations in the suburbs for a gentleman's residence" and capable of being divided into three building lots. A brickyard and 18 acres of land in the Charlottetown Royalty, "adjoining the Red Lion Inn" is offered for sale by James D. Hazzard. William Jamieson, New Annapolis, advertises for a person "who fully understands the fulling, dyeing and dressing of cloth." Charles Stewart has for sale "thirty cases of prime Champagne, just received ex 'Peeping Tom' from Liverpool." C. and J. Bell offer "steady employment to any number of Journeymen Tailors, and good wages in Cash," while J. MacDonald "respectfully informs the ladies and gentlemen of Charlottetown that he purposes opening classes in Penmanship on Thursday, June 15th, in Mr. Cantello's Assembly Room; terms for 12 lessons, 10 shillings."

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The Age-Old Story

Obe My voice, and I will be your God, and ye shall be My people; and walk ye in all the ways that I have commanded you, that it may be well unto you.

Your Possessions

The things you live with—your home, your business, your "stock in trade"—are all subject to loss through accident or circumstances beyond your control. For your own sense of security, you should learn how easily you can be protected. We will be glad of an opportunity to serve you.

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