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 "Covers Prince Edward Island Like the Dew"
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 "The strongest memory is weaker than the weakest ink."
 MONDAY, NOV. 1, 1954

The Potato Plebiscite

The potato producer dreams of an economy in which his product flows regularly to market and brings returns which compensate him for his costs of production, and brings a reasonable return for the effort expended. He lives, however, in a world in which there is no apparent relation between his costs and the proceeds of his land and labour.
 One technique by which he attempts to bring stability into a highly speculative field is by exercising control over as great a proportion of the production as possible. The theory is that if the glutting of particular markets at particular times is avoided the crop will return its true value to the producer.

In this Province that objective has been aimed at through the establishment of a Potato Marketing Board with wide powers of control over producers, assemblers and shippers. The Board, after about three years of operation, concluded that to exercise effective control over the marketing of the Island potato crop it was necessary to take the task of marketing into its own hands or at any rate into the hands of a single agency which it appointed.

The selling agency was accordingly set up in 1953, mainly under the influence of the sharp slump in potato prices in the spring of that year. Last year's crop was handled through the selling agency, which is the alter ego of Mr. Donald MacDonald, chairman of the Potato Board. Supplies greatly exceeded demand and it is claimed only the guaranteed minimum price saved our producers from very serious loss.

A plebiscite held at the end of June by the P. E. I. Marketing Board indicated that of the 75 per cent of farmers interested enough to vote, 64 per cent favoured continuance of the Potato Board and, by implication, of the selling agency. A meeting in Summerside, however, indicated that it was possible to assemble a considerable group practically unanimous against the announced policy of the Board, a policy to which the Federation of Agriculture also suggested various modifications. A second and very much larger meeting at the Forum in Charlottetown voted down "compulsory marketing."

The Potato Board has taken the stand that with anything less than full power to handle the potato crop across one desk its efforts will be hamstrung. The Government, therefore, is in process of taking a second plebiscite, the vote to be taken on November 10 in a manner as near as may be to the procedure in Provincial elections.

Meetings are being held throughout the Province which are far more like political meetings of years gone by than anything we have seen in recent years in the course of an election. The issue, nevertheless, is officially and practically one of how those engaged in a particular industry wish to conduct their own affairs.

Uniform Highway Signs

The Maritime Provinces Board of Trade has launched a campaign for uniform highway signs in Atlantic Provinces, and eventually over the whole country. "That move," comments The Financial Post, "deserves solid support. Motoring will be a good deal safer when identical warning signs are used not only in every Canadian province but on this continent and in Europe, too. Each summer sees more thousands of us driving well beyond our provincial borders."

Not only are identical signs needed, argues The Post, but they should be simple, so simple that their message will be instantly grasped without stopping and without knowledge of the local language. Some of the signs one sees today, particularly at urban intersections are so long, so complicated or so unusual, that they are more likely to confuse than enlighten the motorist from another town. "Railways, ships and planes have long adopted universal systems of warning signs and other signals. It is time we had similar protection on the highways."

Unsafe Drivers

According to the head of the department of public safety at Pennsylvania State University, of the 71,000,000 licensed motorists in the United States, 7 per cent are very poor drivers and 24 per cent are poor. The factors which make a bad driver are: unfavorable personal characteristics, lack of knowledge, lack of driving skill, and poor driving attitudes. Better roads and safer cars will not prevent many drivers with these faults from getting into accidents. The solution, obviously, is con-

stant education, to be started preferably while the prospective drivers are still in high school.

The high rate of accidents, suggests the Ottawa Citizen, should by now offer proof that insufficient attention has been paid to drivers themselves, while emphasis has been placed on better engineering. Persons who panic in an emergency, who try to beat the traffic light, who follow the car in front too closely, whose impatience leads them to try to pass on hills, tend to get into accidents no matter what kind of road they are on.

For those with poor co-ordination, tests could reveal weaknesses, and the drivers, knowing their faults, could provide for them by trying to avoid getting into situations in which extremely quick thinking and action are necessary. For the thoughtless and impatient, constant education, carried on through schools, service organizations, and by public officials seems needed. The figure for the U. S. may safely be applied to Canada as well, which means that 30 per cent of the drivers in this country are still classed as below average. The need is great, and can only be met by the most vigorous efforts by the authorities.

Farm Loan Board Anniversary

This year's annual report of the Canadian Farm Loan Board—a federal government agency engaged in making long term mortgage loans to farmers—is of special interest. It marks the Board's twenty-fifth anniversary. During its quarter century of operation, the Board has lent \$91,548,192 to some 39,415 Canadian farmers. During the past year, a total of \$7,816,750 was approved for loans, an increase of approximately \$2,000,000 over the previous year.

During the year ending March 31, 1954, 2,091 first mortgage loans and 591 second mortgage loans were approved. The average loan made was \$3,740. One out of every five loans made in 1954 was for over \$6,000.

Farm Loan Board loans are available only to farmers actually farming the land offered as security and are made for such purposes as purchasing livestock and farm implements; paying debts; assisting in the purchase of farm land; making farm improvements, etc. Farmers may borrow up to \$10,000 on first mortgage at an interest rate of 5% repayable over a period of 25 years or up to \$12,000 on combined first and second mortgages.

It is emphasized that the Board's operations have been entirely paid for by the interest paid on farm loans. The Board is not subsidized, in fact it even pays income tax as a corporation. The \$91,548,192 worth of loans to 39,415 Canadian farmers has all been financed by the 5% interest rate. This record is a matter of pride with the "Board the farmers built."

EDITORIAL NOTES

Hallowmas. All Saints' Day.

Canada exported capital rather than imported it in August, according to the Dominion Bureau of Statistics. It was, however, the first month during the year in which Canadians bought more foreign securities than they sold abroad.

In line with the Government's policy of asking for co-operation in applying the Canada Fair Employment Act, rather than depending upon prosecution of those who practice discrimination on the basis of race or religion, the Federal Department of Labour has issued a pamphlet appealing to employers to safeguard the right of equality of opportunity in employment.

Antonio Canova, Italian sculptor and painter, was born this date 1757. He came of a family of stone-cutters and was apprenticed to a sculptor. At fifteen he had already executed several fine statues and at 22 was awarded a pension by the Venetian government. He was three times summoned to Paris by Napoleon and executed many commissions for the pope.

United States voters will elect a new House of Representatives and 37 Senators on Tuesday. Unlike a Canadian election, of course, the loss of the Administration's slim majority in Congress will not result in a change of government. From past experience a swing away from the party in power can be expected and the Republicans will regard it as a victory if their losses can be kept light.

One of the most important social-industrial experiments of recent times, and one that is being watched with keen interest by other countries, is the organization in the United Kingdom which employs severely disabled men and women and makes the best use of their often considerably productive capacity. Known as Remploy Ltd., the scheme consists of 90 factories where goods, ranging from surgical appliances to knitwear and from industrial gloves to school furniture, are made and sold in direct competition with industry as a whole.



Spooking To Order

PUBLIC FORUM

This column is open to the discussion by correspondents of questions of local interest. The Guardian does not necessarily endorse the opinions of correspondents.

POTATO MARKETING ISSUE

Sir.—We read, with some surprise, in The Guardian of October 30th that Mr. D. A. MacDonald said at Eldon, "If you don't want a Selling Agency, then you don't want a Marketing Board, so vote 'No' for the both of them."
 In other words, this means that if all the farmers do not want to give Mr. MacDonald all their potatoes to sell for them, then he is not interested in working for the good of the industry as a whole.

It should be remembered that since the day the majority of the marketing Board passed a motion giving D. A. MacDonald the sole right to buy and sell potatoes in Prince Edward Island at a date to be set, he has been entirely on his own. Today, the whole question is — "Do you want it to be a law that he personally will market all your potatoes, and pay you what is left on the returns from his shipments?"

Our considered opinion in the matter is this — that no one man can efficiently do the big job of servicing, marketing and giving leadership to the Prince Edward Island potato industry.

If the growers do not want to trust one man to do the whole job for them, they may be assured that the necessary leadership will be forthcoming to replace the present, and it will be active in various responsibilities such as — promotional work, protection against disease, freight rate negotiations, daily information, tariff negotiations, assistance as required, etc., and we can assure them that it can be an harmonious and active body, not as the case under the present leadership, where for the past four years there has been little but quackery, legal actions, law-suits, and nothing paid to the promotional funds.

These promotional funds were accumulated in the pre-MacDonald era and are now practically all exhausted with a great deal of work yet to be done.
 We would point out that the scheme, as it is proposed to operate, is so arbitrarily drawn up — demanding cash on the barrelhead, granting no service to customers, and so dictatorial in its general policy that every customer to whom we have shown it has stated that if this is the way Prince Edward Island wants to sell its potatoes, he will deal elsewhere. As a result, Prince Edward Island will lose its favorable place on the potato market if the scheme is allowed to go into effect.

We are, Sir, etc.,
 P. E. I. POTATO & TURNIP DEALERS ASS'N.
 E. W. Campbell, Secretary.

SOUTH OF THE RIVER

Sir.—A short time ago I submitted a few homely observations through your columns on the transportation problems South of the West River. Since then a few developments have taken place. My letter prompted another scribble, a man of great discernment and literary ability, to inject some very shrewd commentary into the situation. Unfortunately however his contribution has been weakened by an attempted identification of the unknown, and a rather indefensible suggestion regarding the location of the mythical West River Bridge.

A writer of Shakespearean ability not unmixing apparently with some psychic attributes has also relieved his startled senses through the printed word. His slumbers have apparently been disturbed by dreams beautiful but I am afraid not prophetic, which involved a highway to and a bridge across the noble Eliot, not much inferior in grandeur to the streets leading through the abodes of the just.
 The third development and possibly the most practical of all involved a week's work by a road gang who completed the filling of a hole on the West River Bridge. Scarcely however had the yawning

The Poet's Corner

AT LAST

When on my day of life the night is falling,
 And, in the winds from unspanned space blown,
 I hear far voices out of darkness calling,
 My feet to paths unknown,
 Thy who hast made my home of life so pleasant,
 Leave not its tenant when its walls decay.
 —John Greenleaf Whittier.

...cavern, so obvious and so safely corralled for the past year or two, been filled, than a number of other depressions appeared. One was almost reminded of "Old Bill" and his suggestion that "if there was a better 'ole than this, go to it."

But wonder of wonders, four or five bouncing loads of shale appeared as if by magic and were deposited in the offending cavities and the surrounding area, raising the level by about two inches. Who knows if my first letter brought such redress, a second effort may produce a similar result, and if the process is continued an ultimate couple of hundred loads may appear to raise the level of the approaches out of the tidal waters toward which it is rapidly descending. The fourth and final development has to do with a pronouncement by the Premier, at a political meeting held at Kingston, during which according to Guardian reports, 13 speakers retold with great volubility, the glories of the past and added their promises for the future. Among the latter was the promise from the Premier that a Bridge will be built across the West River and a paved road from Rocky Point to the Bridge entrance.

Further he stated with much emphasis, "This is not an election promise. It will be in the estimates next year." Astounding.
 It is said that many loyal benches greeted this pronouncement, with a rather bleary look, and depressing silent melancholy, and why not. No doubt the bell of memory tinkled in their brains. For was not a Bridge promised away back in the early forties. Did not the platforms of Grits and Tories contain this promise in 1947. And was not the same promise pulled out of the bag in 1952. But the present promise is associated with a suggested estimate and a beautiful photograph of the scenic Eliot. And so what? Estimates and nice pictures don't mean a thing. There is an election in the offing as in '47 and '52, and south of the river citizens in the light of past promises and experiences are not enthusiastically stirred by election fulminations. For do we not remember those lovely little white stakes down through New Argyle Long Creek and down to the shores at New Dominion. Sure the Trans-Canada was coming this way, and a beautiful bridge across the placid Eliot. No wonder the slumber of the poetic genius of New Dominion was stirred to heights of immortal fancy. But through time the little white stakes disappeared, the election promises were laid in the political tombs with those of 1947 and "Old Man River still keeps rollin' along."

Now as sensible, intelligent people let us stop for a moment and consider this matter, stripping our minds for the moment of all political prejudice and approach the problem with an unbiased mind. Why this tremendous interest all of a sudden in this area? Why was a change made in the original plans to carry the Trans-Canada through this section and build the new West River Bridge, the cost of which through an easily graded and accessible area would have been low and shared by the Dominion Government? Why was the route changed to traverse the most difficult terrain in the Province, demanding tremendous fills, blasting operations, (still going on by the way) of prodigious proportions, digging out of deep defiles, which hide almost everything but the stars overhead, the almost isolation of private residences and business concerns, some formerly on the

The Age Old Story

Behold, God is my salvation; I will trust and not be afraid; for the Lord JEHOVAH is my strength and my song; he also is become my salvation . . . And in that day shall ye say, Praise the Lord, call upon his name, declare his doings among the people, make mention that his name is exalted.

hill now in the hollow, and some formerly in the hollow now on a pinnacle, and at an overall cost that must inevitably be of an impressive nature?

Surely someone miscalculated, surely the engineers must have had some idea of the difficulties, and if proper estimates were made, and a true conception of the difficulties were noted why should this route have been followed? The road from Cornwall to Churchill was paved and a further short distance of light pavement would have completed the link. Certainly the beauty of this road has been to a large extent destroyed. Now all is changing all the former plans, which change antagonized south of the River residents, the promise is made to build a bridge and pave the area at the full expense of the Province. The plan should never have been changed, and if it had zone through as originally intended this area would have been fully satisfied and the road through New Haven to Bonshaw would have been safe and beautiful to travel over and the total cost would not have involved all the huge outlay with which the Province is now faced. Nevertheless, whatever the cost the adequate servicing of the southern area must be looked after. Will the suggested location of the bridge and highway, however, solve the problem? A bridge at New Dominion to Meadow Bank, Why? A bridge at this location will be of very little value to residents of Long-Creek, Canoe Cove, New Argyle, or Argyle Shore. It will not save over a mile in distance from Long-Creek Corner to Cornwall as compared with the present bridge route. Measure it and see, don't guess. And no pavement apparently is to be provided west of the bridge head. So the travellers in the areas mentioned must still flop through the mud holes. Not if a bridge is to be built why not at Rocky Point, the logical point? Why at New Dominion and have all East come up and take this wide circle to Charlottetown? It would only mean 5 or 6 miles more to go around the head of the river. If built at Rocky Point, it would not inconvenience travellers any more to follow down to Rocky Point, south of the River, and cross the bridge there than it would to cross at New Dominion.

But is there another alternative? I am submitting this one: Forget the bridge. Pave the road from the Trans-Canada highway through to Rocky Point, to Nine Mile Creek, to Canoe Cove. Secure a boat, at least twice the capacity of the present ferry, with ample power and strength to not only handle all classes of travelling conveyance, but that will withstand all weather conditions and floating ice and lolly. Put on an hourly service from 6 a.m., to 6 p.m. and a trip at 8 p.m. and 10 p.m. from Charlottetown. With large Causeways now going through in other parts of Canada, such boats might now be available at moderate costs. Let us not forget that the tourist industry is becoming increasingly important to this Province. People are getting out from the towns, and summer cabins, homes and even farms are in demand. Rocky Point has one of the nicest locations in the Province for development. What about the citizens of Charlottetown, who have no cars—the young, the boys and girls, the family groups, the strangers, who visit Rocky Point by thousands?
 If a bridge goes in the boat cannot be justified. Which service then is of the most value to all concerned? Roads paved throughout with a boat that will handle all traffic or a bridge at New Dominion that is going to involve a roundabout trip for those with cars to and from the Rocky Point area and the cutting out of an important town and country ser-

NOTES BY THE WAY

Ottawa says Canadian pigs are too fat, but they can doubtless reduce. Where there's a will, there's a way!—Toronto Star.
 The pessimist says experience enables us to avoid old mistakes and make new ones. — Brandon Sun.
 Ever since the dog became man's best friend, he has been trained to do about everything one could imagine, from the questionable sport of tracking down anything from giant Kodiak bears to rabbits, and even man; following his master, obedient to his commands; performing every variety of trick. — Galt Reporter.
 Estimating of population growths is an uncertain science. Certain unpredictable factors are involved. About a decade ago, for instance, "experts" were estimating Canada's population gradually would reach to about 16,000,000 or 17,000,000 and then level off. Instead it has zoomed quickly to 13,000,000, will reach 16,000,000 in three or four years, and many now are talking about 30,000,000 or more by the end of the century. — The Windsor Daily Star.
 Strikes and strike threats in a few main industries are obscuring the fact that 1954 is proving to be the most peaceful year in U. S. history since the end of the second world war. Despite flurries of labor unrest, the walkout rate is running a little more than two tenths of 1 percent of total time worked. Signs indicate this continue through the fall. The basic reason, of course, is uncertainty of workers about their jobs. — Newsweek Magazine.
 About 669,000 people comprising the entire population of Trinidad and Tobago, are to be vaccinated as a means of protection against yellow fever. This action follows the death of one hunter from that dread disease. The forward march of medical science is thus illustrated once more. Only a few years ago, the occurrence of one case would have led to the death of hundreds if not thousands. — Brantford Expositor.
 The drunkometer in use for 15 months in Vancouver has become the essential police weapon in convicting 93 percent of all motorists of the crime of driving too fast to drive safely. It has spared taxpayers the expense of hundreds of needless trials by persuading most of those it shows as impaired or drunk to plead guilty. But it has also saved about 100 suspects from being charged at all by showing that symptoms which police mistook for alcoholic were actually traceable to illness or other causes. Since it went into use in July, 1953 the drunkometer has been used to test 1,096 drinking driving suspects. About 10 percent, were released without charge when exonerated. Nearly all others pleaded guilty when the test substantiated other police evidence. — Vancouver Sun.

Old Charlottetown and P. E. I. EMIGRATION SOCIETY

"At a meeting held at the house of the Hon. J. H. Peters, the following prospectus for the formation of a Society to encourage Emigration from Great Britain to Prince Edward Island was agreed upon:
 "That a fund shall be raised, to defray the expenses of the undertaking; that every person subscribing the sum of £5 shall be entitled to select from emigrants consigned to the Society, two servants, male or female, of the following description, viz: domestic servants, as grooms, gardeners, etc., or one farming bailiff or cook.
 "That every person, on paying £2 10s. shall be entitled, in the same manner, to one servant; but in the case of farming bailiff or cook, £5 must be paid.
 "Three farming labourers will be considered as two domestic servants, and paid for accordingly.
 "Two male servants or labourers under 18 years of age, and two women (not cooks) to be considered as one adult man servant.
 "An agent will be appointed in London, with several correspondents in the country, to transact the business of the Society, in respect to forwarding emigrants and affording them necessary information. This agent shall be authorized to advance, in part payment of passage, £2 for every adult, and £1 for every person under 14 years of age, and of age to be employed.
 "The Society shall forward to their agents, instructions applicable to every class of emigrants, whether designing to take land, and whether possessed of small or large capital; likewise, the necessary information for artisans, and all others; and with any parties the Society will be happy to correspond, and it will be their particular aim to contract for and facilitate the passage of all descriptions.
 "A particular register will be kept by the agents respecting the wants of the Colony, in all particulars as to emigrants, but no pecuniary aid will be given by the Society to any other classes of persons than those before enumerated. Openings for particular occupations will be particularly noted.
 "Edward C. Haythorne and William Swaby, Esqrs., will afford any further information and receive subscriptions. The number of subscribers is already considerable."
 —Royal Gazette, May 4, 1841

Think it over. The problem is of greatest concern to the citizens of the eastern section of this peninsula and the travelling public of Charlottetown. The citizens west of New Dominion are not inconvenienced no matter what the ultimate solution may be.
 I am, Sir, etc.,
 SOUTH OF THE RIVER.

FOR RENT:

money

You can borrow \$205.59
 Repay in 15 monthly instalments of \$16.00 each

Ready for your immediate possession: \$50 to \$1000 on your own signature, without bankable security. Loans made to both married and single people. Easy-to-meet requirements. Loans made to consolidate bills — for fuel, repairs — any good reason. Thousands of families every day "rent" extra cash the modern, business-like HFC way. So can you . . . today!

Need money? Bills to pay? Give HFC a call . . . today!

SAMPLE TABLE		
CASH YOU RECEIVE	MONTHLY PAYMENTS	NUMBER OF MONTHS
\$105.75	\$10.00	12
\$08.38	24.00	15
\$10.68	27.00	24
756.56	40.00	24

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