

THE CENTRAL GUARDIAN

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KEEP THESE IN MIND! Some of the early signs of cancer are:

A lump in the breast. Unnatural bleeding from a body opening.

A sore that does not heal, particularly of the skin, face, mouth or lips.

Any persistent change in bowel habits — such as diarrhoea or constipation.

Many Canadians are enjoying life today because they found that early cancer can be cured.

Keep these danger signals in mind and see your doctor if one appears.

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SEE THE NEW nylon overshoes at LePage Shoe Co. Phone 116 or 548. We deliver.

COLD WEATHER AHEAD! LePage Shoe Co. (both stores) are equipped to outfit you with warm winter overshoes. Shop while sizes last.

FUNERAL YESTERDAY — The funeral of Hugh D. Campbell was held yesterday morning from the residence of his brother, John James Campbell, Dundas, to St. George's Church where Requiem High Mass was celebrated by Rev. Bennett MacDonald who also conducted the service at the grave. Interment was in the Church Cemetery. Pallbearers were: Daniel Campbell, Alvin Campbell, Clement MacDonald, Warren MacDonald, Wilbur Wood and Robert Acorn.

Personals

Miss Valerie Myers, Crapaud who has been employed at the R.C.A.F. Station, Summerside, for the past two years left Thursday morning for Barrie, Ont., where she will spend the winter months.

Mr. and Mrs. George G. MacLennan and son, Garth, Mr. and Mrs. Earle Jenkins and Mr. and Mrs. John McRae of Alexandra and Mrs. Fenton MacClure, Brackley Point, returned Sunday after a pleasant motor trip to Parrsboro, N.S. where they were the weekend guests of Mr. and Mrs. Derrell B. MacClure.

Island Problems

Continued from page 1

5% on the loan of \$800,000 was deducted annually from the grant of \$45,000—only about \$4,000 a year was collected from sale of lands so that up until 1890, only the interest on the borrowed money was collected. After 1900, the condition was this—the land had been sold to pay the interest and nothing was now left—neither land nor subsidy. Prince Edward Island got no advantage by buying out the land but lost a lot of money—yet they still pay interest on the money advanced.

"Other Provinces were given at first a minimum of \$375,000, which was later increased, in lieu of public lands, but, in 1930 the public lands were given to them and they still draw the subsidy. If Prince Edward Island were bigger, it might be able to effect the cancellation of the Land Purchase Loan of \$782,402.33 and be repaid \$45,000 a year since 1930, when the Crown Lands were returned to the other Provinces. These amounts are certainly due Prince Edward Island and only adequate pressure remains to be applied. Here 'Parva Sub Ingenti' appears to be a disadvantage.

"Two representations were made to induce the Maritime Provinces to enter Confederation.

(a)—A railroad to Central Canada was to be built.

(b)—The Maritime Provinces were to share in the internal commerce of Canada. The railroad was built but the commerce with Canada has not developed.

Tardy Recognition

"At the time of Confederation, the Maritimes were the fourth largest trading area in the world and they owned more than one-seventh as much shipping as Great Britain. Today, the trading has largely disappeared, giving way to the building up of industries in

Central Canada. The Maritimers are only one-eighth of Canada's voting power—"Parva Sub Ingenti." "But, if the Maritimes suffer under Confederation, the situation is intensified in the case of Prince Edward Island. It was forty-five years before an adequate ferry was built and already the service is quite inefficient in handling automobiles and trucks. Apparently the lack of representation or lack of weight in the Government is responsible for the costly and outdated methods used in transportation of the Northumberland Strait.

"The great error in vogue today is that there are no automobile-carrying boats apart from the great and costly ice-breaking car ferry boat for automobiles and trucks. It is also a great loss to the public when scheduled fast trips on an automobile and truck ferry boat is denied them. If trucks cannot carry agricultural products to nearby markets in the neighboring provinces and the United States, how can agriculture and fisheries survive on Prince Edward Island? How can trucks operate economically when there are no scheduled trips other than where railway passenger cars cross twice daily?

"Much is being said and done about Labrador development. Millions go to subsidies on shipping down the St. Lawrence to Labrador and another million and a half to subsidize shipping around Newfoundland. Is it because Prince Edward Island is 'Parva Sub Ingenti' that the only ship subsidy on Prince Edward Island, other than a ferry subsidy, is paid by the Province itself?

Maritime Projects

"Prince Edward Island is nearer than St. John's, Newfoundland, to some Newfoundland outports and nearer than Quebec City to places like Seven Islands on the North Shore and all points East to Labrador—and it produces in quantity most of the food products they require there. Hundreds of millions

go to deepen the St. Lawrence to transport the ore by a safe route but who has urged an alternative quicker and safe route by a Chignecto Canal and the Bay of Fundy? Policies of a big nation are not decided by small areas who are weakly represented.

"In the case of Prince Edward Island, it must be said that it is located off one end of the country and outside the main stream of commercial activity. To succeed in playing a part in the nation's affairs, communications must be constantly and efficiently maintained. There are ways of providing compensations such as special freight rates and subsidies. Some extra subsidies have been paid but the standards of wages and prices of products are still much lower than in any other province. This is not because Prince Edward Island is 'Parva Sub Ingenti' but because of its geographical position. It is recognized by the Fathers of Confederation that Prince Edward Island could not participate effectively in the Federation because of its isolation so that the bargain of continuous communication, winter and summer, was made.

"The history of communications across Northumberland Strait since 1878 is that there was continuous agitation to have the terms carried out. In 1887 the Premier of Prince Edward Island refused to attend a Conference of Provincial Governments because, he said, the communication question concerned only Prince Edward Island and the Federal Government.

"Premier Sullivan appealed to the Imperial Government in London and Sir Charles Tupper was sent over to oppose him. The general result was that Lord Granville suggested that Prince Edward Island get treatment similar to that accorded British Columbia—also a small amount was added to the Prince Edward Island subsidy and a new steel steamer the 'Stanley' was built in 1887 to navigate the Strait. Later, in 1899,

a second steamer, named the 'Minto' was built.

First Car ferry

"A tunnel was also mooted and some surveys made but the idea was dropped when the cost, \$40,000,000 was announced. In 1908 Sir Robert Borden, seeking office, said 'I believe the Prince Edward Island tunnel would be built out of one year of Liberal Stealings' and, after he came into power, announced a car ferry in 1913, which was in operation in 1918 and which finally got the Prince Edward Island Railway widened by 1930. Later, two more excellent ferry boats have been provided and within the last few years the terminals at Tormentum and Borden have been satisfactorily improved.

"The growing automobile and truck traffic is not being fostered. There are only two scheduled trips daily over an 8-mile distance. Until recently, freight carried in trucks paid a scheduled rate which hampered participation in mainland commerce. A vice-president of the railway wrote: 'Every automobile we carry is in competition with our own rail route'; so that the Railroad has now assumed the place that Canada should occupy in carrying out the terms of Confederation and apparently, has no intention of putting on practical scheduled automobile ferries. That will only be accomplished when some politician—who needs our votes—will commit his Party to build automobile ferries, or better still, make the ferry a public utility administered free of charge as a Federal compensation for Prince Edward Island's geographic location.

"A Toronto audience might wonder why we got mixed up in Confederation. Certainly, the Maritimes did not want Confederation; but Ontario wanted it badly because Confederation was necessary for her existence. It was Ontario that approached the Imperial Government because she was clamoring for a readjustment of representation in the Union. Government of Canada, Sir E. P. Tache, Premier of Canada, admitted that Confederation with the Maritimes was necessary to preserve British institutions and stated that 'if the opportunity were allowed to pass by unimproved, Canada would be forced into the American Union by

violence, or would be placed on an inclined plane which would carry it there insensibly.'

"The above does not agree with the popular notion that the Maritimes were permitted to join Canada and that they have proved a heavy burden ever since.

Sirois Report Cited

"In the middle of the last century the Maritimes were one of the World's greatest commercial powers, holding

fourth place in registered tonnage of shipping. They had begun by building ships to carry their own produce and this still provided the backbone of the business. In addition, however, the vessels of Nova Scotia and New Brunswick were engaged in the trade from Europe to the United States—to South America—the East Indies and Australia. They carried coal from England to the East. Continued on page 14

Special Sale FOR Thursday, Friday and Saturday See our Show Window for SPECIAL SALE OF WATCHES 20% DISCOUNT FOR THREE DAYS ONLY — Also — ALL DIAMOND RINGS at 20% DISCOUNT NOTE! Our many other specials. Many clean-cut lines such as Silver Plated Flatware at greatly reduced prices. Come in and see our large stock. W. W. WELLNER LTD. JEWELERS SINCE 1868

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THRIFTY FRUIT BUYS BEST FOR JUICE— FLORIDA — Nice Size ORANGES, 2 doz. . . 59c Large FLORIDA GRAPEFRUIT, 3 for .. 25c Firm Ripe TOMATOES, cello pkg. 25c Local CARROTS, 5 lbs. 29c Local CELERY, large stalk . 15c

THRIFTY MEAT BUYS PICNIC STYLE PORK SHOULDERS Ave. 5 to 7 lbs. Lb. 49c Grade "A" FOWL, lb. 38c Rib ROAST BEEF, lb. 73c Breakfast BACON, sliced, lb. . 49c FRESH AND SMOKED FISH ALWAYS IN STOCK

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