The Guardian

Covers Prince Edward Island Like the Dew
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Our Fiscal Claims

As will be noted elsewhere in today's issue, this Province is seeking an additional annual revenue of $5,325,000 under the tax sharing agreements with Ottawa. We do not think that Premier Matheson and his associates have asked too much, or that they have exaggerated our requirements in any way. If anything, they have minimized our serious financial condition and urgent need of relief from the deficits we have been accumulating in recent years. Despite this burden of debt we have been unable to maintain a reasonable minimum standard of public services. No tax rental system which fails to take this problem into account can be anything but inequitable.

So far as we are concerned, the per capita plan of compensation has not worked out, and the so-called equalization grant has proved inadequate to redress the balance. The brief therefore calls for a thorough reassessment of the relative needs and resources of the various provincial governments, based on per capita income as well as on present and future demands for a five year period. If the system of unconditional grants is to be continued, it should provide not only for a basic guaranteed amount across the board, but for adjustment grants supplementary to other payments, to bring the less favored provinces up to a minimum standard.

Our particular problems as an agricultural province are dealt with, and also Maritime disadvantages in general. Request is made that the $1,141,104 debt held against us at Ottawa in respect of overpayments under the 1953 agreement be cancelled, as this was due to a miscalculation by the Dominion Bureau of Statistics.

We have never yet succeeded in getting all that we have asked for at Ottawa, and it is unrealistic to expect that we shall do so on this occasion. There is hope, however, that we shall receive more generous treatment than we have ever been accorded in the past and that the principles of fiscal need and taxpaying ability—essential to any equitable agreement—will at last be recognized. This will be a big forward step, setting a precedent which will safeguard us against the imposition of such disastrous terms as have been foisted upon us in recent years.

Psychological Problem

Writing from London to the New York Times, Drew Middleton suggests that one of the problems, perhaps the greatest one, with which American diplomats will have to grapple at the coming NATO conference is psychological in nature. He quotes an unidentified European diplomat as saying: "The Americans must accustom themselves to a new situation. In the past we and the other NATO governments have been able to persuade our parliaments and peoples that dependence on United States' protection was the best means of preventing war because the Soviet Union was afraid of the United States. I happen to believe that this is still true. But I don't think my countrymen accept it any more. Why should they? Every day the Russians are talking about their progress and the Americans are admitting that they are behind the Russians. They must be asking themselves whether dependence on the United States carries with it protection and compensation for many sacrifices NATO has meant for our people'."

It is not difficult to understand this train of thought. Nothing succeeds like success; and while the United States held undoubted superiority in nuclear arms, the smaller nations of Europe—who still have important parts to play in NATO if it is to be effective—were naturally anxious to take advantage of the American British shield. But, conversely, nothing fails like failure; and the failure of the United States to retain that superiority—however temporary that failure may be—is without doubt causing much uneasiness in Western Europe.

No one expects these countries to turn their hopes from Washington and London to Moscow. The danger is that they may begin to consider the alleged advantages of "neutralism" of the type that Prime Minister Nehru of India is always advocating. If that tendency were to grow, NATO would be indeed in a bad way. It might even fall apart. Its strength depends as much on mutual confidence among its members, large and small, as on military power—perhaps more.

The Trade Mission

The 50-man trade mission, representing Canadian business interests from coast to coast, which is now in Britain, is bent on serious business. The fact that it is there, so soon after the election, it itself evidence of Prime Minister Diefenbaker's earnestness in proposing during the campaign that 15 per cent of Canada's imports be diverted from the United States to the United Kingdom.

It may well be that some of the business men who make up the group will find it convenient to give orders for certain types of merchandise as they journey from place to place. But that is not the main purpose of the mission. The main purpose, as Trade Minister Churchill put it, is "to create a favourable climate and to arouse the interest of British exporters in Canada as a market." Doubtless, the visitors will want to find out for themselves exactly what products which Canada can use are available from British stocks, in what volume they can be exported and whether or not they can be delivered when needed and in quality and price comparable to that of American standards.

No one expects that as a result of this mission large quantities of British-made goods will start flowing to this country immediately. That will take time and much serious study from many angles. But if the mission does nothing more than impress upon British manufacturers that there is a potentially strong market here for certain classes of their goods and upon the British people generally Canada's desire to see what the Prime Minister has called "a re-alignment of trade" between the two countries, it will have served a useful and mutually profitable service.

EDITORIAL NOTES

The United States is behind the United Kingdom in the development of atomic power stations. At least, that is the inference to be drawn from Italy's decision to award a contract in that highly specialized field of industry to a group of British firms after considering the rival claims of British and American technicians.

* * *

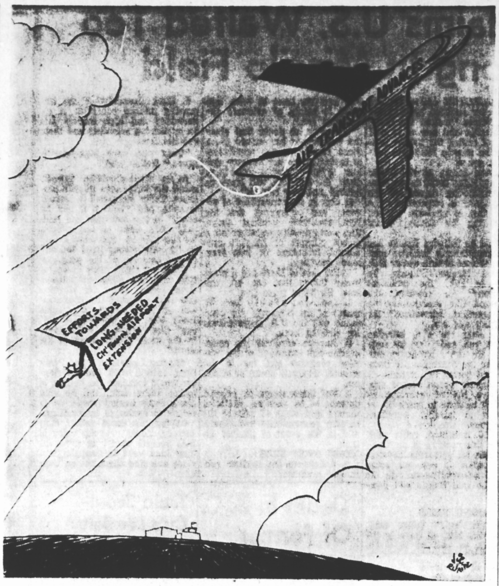
A report from Geneva states that West Germany has the highest home-building rate in Europe, along with its many other industrial achievements. Communist-controlled East Germany has the lowest rate—which in itself is proof of its economic and social inferiority vis-a-vis the Federal Republic.

* * *

Harvey and Company, Ltd. of St. John's, Newfoundland, one of the older firms, if not the oldest, in the Atlantic region, observed its 190th anniversary the other day. Present head of the firm is Herbert Outerbridge, Esq., M.B.E., a brother of Sir Leonard Outerbridge who has just retired as Lieutenant-Governor of the Province.

* * *

The ferry "Lord Selkirk" has commenced a service of trial runs and, presumably there will be nothing to prevent her being ready to take up the Wood Islands-Caribou service with the opening of navigation in 1958. No doubt, both terminals have been put in a state of readiness to handle the ship. In this respect she will have an advantage over the "William Carson" which must still be content with a temporary terminus at Argentia, pending harbour improvements at Port Aux Basques.



DOING WHAT WE CAN TO KEEP UP

PUBLIC FORUM

This column is open to the discussion by correspondents of question of interest. The Guardian does not necessarily endorse the opinion of correspondents

AMALGAMATION ISSUE

Sir,—Tomorrow the ratepayers of Parkdale and Spring Park vote on the question of amalgamation with the City of Charlottetown.

This is undoubtedly the most serious and vital decision which will ever confront us, and one which will forever determine the future and progress of the areas affected. Accordingly we cannot afford to make an error. We must consider the issues clearly, without prejudice or petty differences of opinion on unimportant details. Neither should the future of our villages be sacrificed in favor of any immediate or short range advantages, or to protect any special interests. We must, on the contrary, visualize the position of our areas twenty, fifty or a hundred years from now.

If the present rate of expansion continues, and we remain separate entities, there will exist three adjoining cities or towns, each with its own administration, facilities and services. It is unthinkable that these three separate corporations could operate as cheaply or efficiently as one large unit. Furthermore the City of Charlottetown has, and will continue to possess, the advantage of taxing potential from business, department stores, Government property, etc., which will not be available to the predominantly residential areas adjacent to Charlottetown.

Therefore the future burden of taxation in Parkdale will be excessively high to provide the revenue required as need for services and facilities expands, in the event that amalgamation is not approved.

It is unfortunate that the elected Commissioners of Parkdale have presented what appears to be a biased report. The duty and function of these persons is to act as agents for the village, to collect and assimilate information respecting amalgamation and to present a factual report. They should not withhold or misrepresent pertinent information, nor campaign in favor of, or against, amalgamation. It is the ratepayers who should make the decision, after full and complete information pro and con is supplied.

For example, the Parkdale residents have been told that sufficient funds will be available to construct a separate water and sewer system. We have not been told how or from what source these funds will be provided. It would appear that some verbal assurance has been given the Commissioners in this respect. This is far from satisfactory. The people should have full details, and the opportunity of assessing the value and reliance to be placed on any such promise. Water and sewer is the main problem presently confronting us, and we cannot afford to rely at this stage on anything but firm commitments.

The Commissioners have prepared an estimated analysis of revenue from village and school taxes in 1958 if amalgamation is voted down of $77,377.00, and City revenue from Parkdale in 1958 under amalgamation $85,463.50. The first figure includes a government grant of $1,802.50 and the latter an ordinary government grant of $4,326.00 and Parkdale's proportion of the special grant $24,000. Deducting these grants from relevant totals, results in $75,574.50 without amalgamation and $57,137.50 under amalgamation, which would be obtained by direct taxation, etc., from Parkdale residents in 1958. Similarly in the analysis for 1962 (in which the total village and school taxes amount to $75,400.00 and total revenue to City from village amounts to $123,901) the same grants appear in the latter figure. Deducting these grants leaves a balance of $95,575 from Parkdale residents under amalgamation as against $75,400 without amalgamation.

This difference in 1962 appears quite formidable, but in the meantime the City will have installed a modern water and sewer system, provided 4 miles of permanent pavement, additional lighting, police protection, increased fire protection, etc. Also if past experience is any criterion, our taxes without amalgamation will have increased by 1962, and subsequently as we continue to expand, the tax rate will soar proportionately as expenditures increase until eventually the tax burden will greatly exceed those which would have occurred under amalgamation.

The future attitude of the Provincial Government in respect to work and assistance, and the Public Utilities Commission's attitude and decisions toward a separate water and sewer system are worthy of consideration. These are only a few of the problems involved. The overall long range view, and analysis, of the problems involved, favor amalgamation by a large margin.

I am, Sir, etc.,
BRENT HOWATT

FOR AMALGAMATION

Sir,—When Mr. Gaudet made the statement that the residents of Parkdale were being "led down the garden path by the Commissioners" rather than being unduly critical he made a vast understatement, as since that time the Commissioners have supplied to the residents of Parkdale a series of statements which obviously are just wishful thinking on their part or a definite plan to deceive the people.

As space will not permit a detailed coverage of the subject one example will illustrate my point.

On the statement published covering the cost of operating the village of Parkdale with all services provided in the year 1962 the amount shown under cost of operating village under present services and foreseen maintenance cost of sewer and water was $10,000.

With no services at present except street lights and fire department the cost of operation is very little under $5,000 leaving a balance of $5,000 to operate and maintain a pumping station, reservoir, sewage disposal unit and maintain all sewer and water services as well as the maintenance of sidewalks proposed and whatever additional services may be added in the intervening years.

As can readily be seen the figure given is merely wishful thinking by people with no idea of what they are talking about.

Why give up the opportunity to get all our requirements of the village supplied under a definite well-investigated plan such as proposed under amalgamation for a plan based on wishful thinking and promises with nothing to back them up, such as offered by the Commissioners of Parkdale.

I am, Sir, etc.,
H. A. LOVE
45 St. Peters Rd.
Parkdale.

OF MUTUAL BENEFIT

Sir, — Does Parkdale want Charlottetown, and does Charlottetown want Parkdale.

Were the people of Charlottetown to be asked through a plebiscite 'Do you want Parkdale or not?' it would seem a good guess that they would say in no uncertain manner No. They are not asked, perhaps fortunately so.

But when we look at the thing from an angle of less personal concern, we remember that many of our closest friends live out there, and that these friends visit us here, they work here, they attend their clubs here and they worship here. True, when the migration to Parkdale began, the fields out there looked open and green in summer, and taxes were small, but today finds the people out there living nearly as cramped as we live in Charlottetown, with hardships that we know nothing of getting back and forth.

Charlottetown is not interested in Parkdale from a financial angle, it is interested in its own normal growth, which at the present is being hampered. If our Deputy Mayor spoke out bluntly, he did so with a good deal of justification. We need blunt speakers, every community needs them and if anybody thinks for one second that our deputy has personal reasons, they had better inform themselves on the fact that said gentlemen is of such caliber, that, were he to occupy himself otherwise, he would certainly be much better off financially.

Perhaps the people in Parkdale that are against the move should search their hearts, and ask if perhaps they are not endeavouring to remain the first in Parkdale, in preference to being the second in Rome. Then they would be proud when the people of Parkdale were referred to as among the best people of Charlottetown, which they most certainly are.

I am, Sir, etc.,
ESBEN ARNFAST
Charlottetown.

MAXIMS

It is more important to know where you are going than to get there quickly. Do no mistake activity for achievement.

The Age Old Story

We know that we have passed from death unto life, because we love the brethren. He that loveth not his brother abideth in death.

ON PARLIAMENT HILL

Maritime Claims

By Health Macquarrie, M.P.

It is not a new thing for Prince Edward Islanders to seek better transportation links with the mainland. I recall looking into the subject some months ago and finding a long history of discussion on the question in the record of House of Commons debates.

In early days our people suffered not only discomfort and inconvenience but actual hardship. Through the years the service has improved but so also have the demands upon it and today a plea for improvement is altogether reasonable.

During the nineteenth century and in the time of Laurier there was great emphasis laid on the need for a tunnel and many fervent appeals were made by Island M.P.'s at Ottawa. Often it was argued that in not providing up-to-date continuous transportation service the Dominion was failing in its Confederation agreement with the province. This argument was usually put forward more strenuously by opposition members than by those supporting the government of the day. When the Laurier Government was in office the Minister of Finance, Hon. W. S. Fielding, declared: "If I have to dissent from anything that has been said, it is in view of the words uttered by the honourable member for Kings (Mr. Fraser) who treated this matter as an obligation under the Confederation Act. Frankly I do not agree with my honourable friend. I do not think that this is an obligation under the Confederation Act."

MANY BRIEFS PRESENTED

But down through the years there have been learned briefs presented which argued that the obligations of Confederation had not been honoured with respect to transportation.

But whether or not the question is treated as a matter of legal or constitutional obligation there are compelling reasons for giving favourable consideration to the current transportation needs of the Province of Prince Edward Island. With the prosperity prevalent in Canada it seems hardly unreasonable for our province to wish to be given an opportunity to improve its economy. Indeed, it was the same Mr. Fielding who put on the record of the House of Commons a most reasonable statement of the province's claims.

Speaking in the House forty-eight years ago (November 22, 1909)) he said: "I am disposed to think that if it can be had at reasonable cost the people of Prince Edward Island should have this tunnel, not because it is an obligation of Confederation, for I humbly think it is not, but because they may fairly ask it in order that they may keep pace with the progress of the times, and that they may receive a share of the benefits of the great growing time in Canada irrespective of whether it is an obligation of confederation or not."

NO TECHNICAL REASON

Surely if this were true in 1909 there should be no denial of its truth today! Now it may be more feasible to build a causeway or a bridge-causeway rather than a tunnel but in this modern age there is happily no technical reason why the project cannot be carried out. It is to be hoped that the day will soon come when a fresh new approach will be taken to deal with out ancient transportation grievance.

Last week the Maritimes received special attention in Parliament when the Prime Minister announce a bold, imaginative program to assist the economy of our area. The Federal Government will finance the construction of thermal power plants which should greatly aid the output of electricity in the Maritimes. This should tremendously assist the establishment of industry, a field in which the Maritimes now lags. The thermal units will use Maritime coal and this will be a wonderful boost to the declining mining industry.

PROSPECTS BRIGHTENED

The future prospects of our area have been immeasurably brightened as a result of this new move. Prince Edward Island of course, should be in a position to draw much benefit from cheaper power for the new federal government action is not limited in its helpful results to New Brunswick and Nova Scotia. Nor is this move, by any means, the end of the Dominion Government's program for aid to the Maritimes. Prime Minister Diefenbaker indicated that other assistance could be extended to provinces seeking it. We all hope that the gap between the Maritimes and the rest of Canada in economic conditions will soon be narrowed.

Last Thursday the Island M.P.'s were delighted to have a visit from a group of young people of the 4-H Clubs who were on their way back to Prince Edward Island after attending the Royal Winter Fair. Surely nothing is more important than a good training in agriculture for our future farmers. And the 4-H program is one of the best schools of good citizenship we have. It was our regret that the visit of this group of young people was so brief.

STRATEGIC SPOT

The Azores occupy a strategic location in mid-Atlantic, 1,300 miles from Newfoundland and 800 miles from Portugal.

Need Not Be A Big Handicap

By Herman N. Bundesen, M.D.

A COLOSTOMY need not, and should not, be a handicap to a normal life. Thousands of persons all over the nation are working, playing and living a perfectly natural existence following this operation.

You would never suspect that these actors, doctors, attorneys, businessmen and housewives have an artificial opening of the bowel on the surface of the abdomen.

NORMAL ROUTINE

They swim, dance, play golf, do their housework and gardening and perform all sorts of chores just like everyone else.

I point this out for those of you who recently have had colostomies or those of you who are about to have them.

A colostomy is a substitute for the rectum. Through it the bowel discharges its contents. While it may be an inconvenience at first when you really stop to think about it, it is a very small price to pay for good health.

DRASTIC ALTERATION

As with any other drastic alteration in our daily habits, you have to learn to accept the change and then to live with it.

Naturally you will have to make certain adjustments.

For one thing, you will have to master a simple method of bowel control. Once this is achieved, you're on your way to resuming your normal way of life.

It's not fair for me to advise you to forget your colostomy. You can't do that, of course. And at the beginning, you're apt to feel discouraged and frustrated.

Very possibly you will feel that you are 'different' for everyone else.

MASTERED DIFFICULTIES

Well, remember all those thousands of others I just told you about. They were in the same boat, so to speak, and mastered their difficulties.

They faced the very same strange, new situation confronting you. They conquered it, and so can you. It takes quite a bit of effort, but it is well worth it.

WON'T HURT YOU

And don't make the mistake of thinking a colostomy will harm your general health. If you make the adjustments I have mentioned, it won't hurt you a bit.

The real trouble, you must remember, has been removed. The portion of the intestine that remains is well able to take care of the body's functions.

QUESTION AND ANSWER

J.E.: What is St. Vitus' Dance?

Answer: The symptoms are irregular twitching and purposeless movements of various parts of the body. One of the first things noticed in this condition is a change in the handwriting, and inability to hold utensils at the table.

Treatment consists in complete and absolute rest and quiet, and the use of phenobarbital under direction of a doctor.

NOTES BY THE WAY

The ideal Canadian family according to an expert is one which laughs together. Uusually at father.—Brandon Sun

Whether a boy is mean or just full of life depends upon whether he is yours or the neighbor's brat.—Brandon Sun

It isn't that we don't want to believe the advertisements which guarantee us so and-so's treatment will prevent and or cure baldness. But if money will buy a new head of hair, why are so many wealthy men bald? — Windsor Star

OUR YESTERDAYS

(From The Guardian Files)

TWENTY-FIVE YEARS AGO

(Nov. 26, 1932)

The annual reunion of the 2nd Siege Battery was held Saturday evening at the Armouries. The President, Major F. B. Conrad, presided. The officers electd for the ensuring year include President, J. Elmer Ritchie; vice-president, A. M. Potter; Secretary-trasurer, Charles Stewart; executive, F. G. Kennedy, Herbert McEwen, Arthur Mutch, Howard Court, and W. L. Jenkins.

The building committee of St. David's United Church, Georgetown afforded the members of its congregation an opportunity of viewing the interior of the new manse last Tuesday evening. The new two-storey house is a credit to the enterprise of the parishioners and all who were present expressed their satisfaction with the construction.

TEN YEARS AGO

(Nov. 26, 1947)

St. Andrews anniversary was enthusiastically celebrated by the members and friends of the Caledonian Club at the Charlottetown Hotel last evening. The chief speaker of the evening was Dr. William Bailey, Professor of Sociology at North Western University, Chicago. Present also were His Honour, Lieut. Governor J. A. Bernard and His Worship Mayor B. Earle MacDonald.

A meeting of Milk Producers at Winsloe last night decided to name a six-man committee to wait on the P.E.I. Milk Board to discuss prices and cost of production. The action was taken at a meeting called to discuss the acceptance or rejection of the Milk Board's decision to fix the price of 95 cents per pound butter fat.

DID YOU KNOW?

People used to think tuberculosis was a disease of the young.

If one studies the figures of newly found cases going to the Sanatorium today, men in their sixties are found to have have the highest rate of any age group.

No age will be safe until tuberculosis is wiped out altogether—that is why the Prince Edward Island Tuberculosis League is asking you to buy Christmas Seals from them and so provide money to help in an intensive preventive programme.

POTATOES
DAIRY PRODUCTS
POULTRY, EGGS and LIVESTOCK

have given Prince Edward Island a world wide reputation as a leader in these products. The prosperity of our Province depends on the degree of success attained by Agriculture—our main Industry.

To insure success and to guard against uncertainty, its Homes and Businesses should be adequately protected by Insurance.

We have excellent facilities for effecting all classes of Insurance. Consult our Agents, or write

HYNDMAN & CO. LTD.
Insurance since 1872
Offices: Charlottetown Summerside Montague
Agents throughout the Province

get there FAST
get there RELAXED
Go CNR
SUPER Continental
extra comfort... but NO extra fare!
"Ocean Limited" and "Scotian" from Maritime points connect at Montreal with the "Super Continental"
Only 2 nights on the train to WINNIPEG
Only 3 nights on the train to SASKATOON EDMONTON JASPER
Only 4 nights on the train to VANCOUVER
KNOW CANADA BETTER
Go CNR
D. B. SMITH, District Passenger Agent
CNR Station Phone: 2663