

The Guardian

Covers Prince Edward Island like the Dew"
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"The strongest memory is weaker than the weakest ink."

MONDAY, JAN. 30, 1956

Passamaquoddy Survey

While the proposed causeway across Northumberland Strait would be a tremendous boon to this Province, there are other projects in which we, as a Maritime Province, are vitally interested. One of these is the scheme for developing power in the Passamaquoddy Bay. The United States Senate has passed an appropriation of \$3,000,000 to study the economic feasibility of the undertaking, which involves a network of dams joining the islands and mainland in that corner bounded by the State of Maine and the province of New Brunswick. These dams would form huge reservoirs which would conserve tidal water and control its flow. Because of New Brunswick's interest, and indeed, all the Maritime Provinces since they could all benefit, Canadian participation in the cost of investigation has been anticipated. Apparently, however, the Dominion Government is waiting for overtures from Washington. Our Maritime members should not be satisfied with this attitude. Whether the scheme can be undertaken and provide electrical energy at low cost is not known, but surely there is no excuse for being niggardly about making the survey.

Interviewed recently in Toronto while his Royal Commission on Canada's Economic Prospects was holding its sittings there, Mr. Walter L. Gordon cited, as a matter of national importance, the existing need in these Maritime Provinces for cheap electrical power. In commenting on his statement the Globe and Mail said there was no reason or excuse for Ottawa to delay action in the Maritimes till the Gordon Commission's report makes its appearance. "That report," says our Toronto contemporary, "can only justify what is already justified, establish what has long been established. A large-scale program of Federal assistance for development of the Maritime Provinces should be placed before Parliament, at its present session. Such a program would, we think, win warm approval from every quarter of the House—and from every part of the Dominion."

The Quoddy power scheme might prove a big factor in such a program. In any case, there should be no further delay in appropriating money for Canada's share of the investigation.

Strange Talk

Whatever else may be said about the American practice of having department heads named by the President instead of chosen from the legislative ranks, as is the case in Canada, it must be said that, in theory at least, it provides a much wider field in which to look for executive talent. Invariably, the American ministers—or "secretaries" as they are called, thus emphasizing the over-all authority of the President in every department—are men of means, and more often than not, of considerable wealth. The salaries they receive from the Government are of little importance to them; and any secretary who feels like speaking his mind can do so without much fear of the possible consequences. If he happens to be an out-and-out partisan he may use discretion, for the good of the party, but he is under no obligation to do so.

All of which recalls a statement made the other day by Secretary of the Treasury George Humphrey, who apparently delights in controversy. In commenting on the President's budget for the next fiscal year (not Mr. Humphrey's budget, it is to be noted) the secretary took occasion to look back to the 1920's which he called "a period of big business and small profits, not a bad idea". At a time when profits in most big industries are higher than ever before, and with a general election just around the corner, this sort of talk from the highest financial authority in the administration cannot be expected to go down too well with the politicians, especially Republican politicians whose

theme song these days is that everything is wonderful and getting better all the time. As if that were not indiscretion enough, Mr. Humphrey went on to say that a tax cut now, election or no election, would not be in the national interest. This seems to be Mr. Eisenhower's view, too, although he has not stated it quite as frankly, much to the dismay of those rank and file Republican congressmen who are faced with the bleak prospects of having to seek re-election without the aid of the old stand-by, a promise of tax reduction. That would be bad enough at any time; in a Presidential-election year it is frightening. Complained one Congressman: "It's all very well for Humphrey to talk, he isn't coming up for election. I am." And that just about sums it up, doesn't it?

Mr. Hyndman, Honoured

All our citizens will take pleasure in the honour conferred upon Mr. J. O. Hyndman by the Life Underwriters Association at their golden jubilee celebration in Toronto last week. Mr. Hyndman was one of the founders of the organization fifty years ago and he has been active in it ever since. He has found time for many other activities, and through the Board of Trade and other agencies has been prominent, over a long period of years, in furthering our transportation interests. Much of the work achieved in this connection by the Board, and by successive representatives for this Province in Parliament, has been sparked by his enthusiasm and knowledge. Every organization in which he has been associated has gained by his leadership and initiative. In his own field of life insurance he has been honoured on many occasions, and by none more deservedly than by his colleagues in the Underwriters Association.

EDITORIAL NOTES

Here's a stimulating thought from Dr. Harold W. Dodds, President of Princeton University: "In an age of bigness there is need to preserve islands for the cultivation of the resources of smallness."

Dr. Bernard Idings Bell of Chicago, noted theologian and author, says it is "old-fashioned" to think there is any quarrel between psychiatry and religion. The only quarrel, he says, is between incompetent psychiatrists and stupid Christians. "And," he adds, "there are plenty of both."

In an effort to check the rapid fall in birth rates, the Swedish Government, a pioneer in the social legislation field, is considering raising children's allowances as much as 80%. At present, each child receives about \$40 every three months. Owing to increased cost of living, old age pensions have been raised almost 50% in this year's budget.

Communism in Japan seems to have passed its heyday. Security officials give its present membership as less than 60,000, as compared with 130,000 two years ago. This estimate is supported by the Communists' official organ, Akahata, which noted in a recent editorial that "the party will not recover its strength until its faults are corrected."

Some months ago a research team from the University of Chicago Law School dropped in on a grand jury session in Wichita, Kansas, and made tape recordings of the proceedings, as part of a Ford Foundation study of the jury system. If Representative Kenneth Keating of New York has his way, it won't happen again. He has introduced a bill to put a stop to it. Good thing, too. Juries have enough responsibilities as it is, without having to weigh every word for fear it might be picked up by a machine.

Figures quoted by Mr. M. J. Coldwell, C.C.F. leader, in testimony before the Gordon Royal Commission show that in the last ten years direct United States' investment in Canadian industry had risen 100% to a total of nearly \$6 billion. Further, American capital accounts for 25% of the total in such industries as mining, manufacturing, oil and utilities. Whether or not this means, as Mr. Coldwell suggested, that soon Canada's chief natural resources will be owned completely by United States' interests, it certainly is a subject that calls for careful consideration by Federal authorities.



The Causeway Project

(Halifax Chronicle-Herald)

The question of a causeway to connect Prince Edward Island with the mainland has been raised yet again in Parliament. The member who discussed the question said that the proposal was receiving the very serious attention of qualified people.

This matter has lain more or less dormant for upwards of a decade, largely as a result of the attitude of the P.E.I. public leaders themselves. In 1945 what looked like the last word on the subject was spoken by the then Premier of the province, the late Hon. J. Walter Jones. Neither a tunnel nor a causeway was practicable, he said. On the basis of figures then available, Premier Jones set the cost of a tunnel at approximately \$56 million and of a causeway at \$67 million, plus 15 million for a navigation lock. It was out of the question, he contended.

Additionally, Mr. Jones thought that, with the enormous development of air transport, the need for a tunnel or causeway was becoming less and less with the passage of the years.

If the costs of a ten-mile tunnel or causeway were what Premier Jones gave more than a decade ago, what would they be today? And while there was a disposition at that time to make light of his suggestion about air transport, we now realize that there was weight and significance to the remarks he made.

(Moncton Transcript)

Advocacy of a projected causeway to provide a direct land link between Prince Edward Island and the mainland Maritimes revives an issue that has waxed and waned over a considerable number of years—particularly in the Island province regarding a more permanent form of communication than is provided by ferry. Mr. Neil Matheson, Liberal MP for Queens, P.E.I., brought the matter

up in the House of Commons this week and requested that the federal administration give it serious consideration.

The causeway scheme across the eight-mile stretch of Northumberland Strait would be in about the same proximity as the ferry route, but the more modern version of the original tunnel undertaking which the Laurier government long contemplated in the earlier years of the century. The late Senator Creelman MacArthur of Summerside was one of the Island advocates for construction of a causeway and championed the plan both in and out of Parliament for some years prior to his death a decade ago. He amassed a great deal of relevant information and data on causeways and other transit methods of the world, but neither the former Conservative regime nor the Liberal government considered the proposal.

In this progressively advancing automotive age there is no doubt that the existing ferry service will have to be supplanted. For the density of traffic across the Strait is steadily increasing and will continue so as autos and trucks become more numerous. And it does seem that before long the problem of accelerating their movement by more modern transit methods will have to be investigated.

Since the causeway project was first mooted, engineering techniques have been greatly revolutionized, and what had earlier been regarded as an impossibility could very well be feasible today. Of course a full-scale inquiry by qualified experts will have to be conducted both as to feasibility from the construction standpoint and the economic viewpoint as well in order to determine whether the causeway would be the best link to provide the continuous connection which Mr. Matheson maintains is definitely needed.

Victoria Cross Centennial

By Dave McIntosh
Canadian Press Staff, Ottawa

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Canadian Press Staff Writer
A small Maltese cross of bronze, of little intrinsic value, has been won by 96 Canadians. It is the Victoria Cross.

The cross, cast from cannon captured at Sebastopol in the Crimean War, has embodied upon it the Royal Crown surmounted by a lion, and underneath the simple motto "for valour."

Jan. 29 marks the 100th anniversary of the establishment in 1856 by Queen Victoria of the award of heroism. At least some of the 35 living Canadian VC winners may attend the centennial celebration in London this summer.

THIRTY-SIX AWARD WINNERS
Thirty-six Victoria Crosses were awarded to Canadian posthumously. Twenty-five Canadian VC winners have died since their acts of gallantry.

Canadians won 70 VCs in the First World War, 16 in the Second World War, five in South Africa, three in the Indian mutiny, one in the Crimean War, and the Little Andaman Island in 1857.

The first Canadian to win the cross was Lieut. Alexander Robert Dunn of Perth, Ont. A member of the 11th British Hussars, he took part in the charge of the light brigade at Balaklava Oct. 25, 1854. He saved the lives of a sergeant and a private by cutting down Russian lancers. Dunn was killed several years later during an Abyssinian campaign when his own rifle discharged accidentally.

One Victoria Cross was won in Canada, by Eric Timothy O'Hea of Bantry, Ireland. On June 9, 1956 near Quebec City, he extinguished a fire on an ammunition train.

Between 1853 and 1861 the award of the Victoria Cross was authorized for acts of bravery not necessarily in the face of the enemy.

One of the first Canadians to win the VC was a Negro, Able Seaman William Hall of Horton, N.S., who won the award at the relief of Lucknow in 1857. Hall died in 1904 at the age of 77.

IN REGULAR ARMY
Two Canadian VC winners still living are members of the regular

army: Sgt. Ernest Alvia (Smoky) Smith and Lt.-Col. John Keefer Mahony, both of New Westminster, B.C.

Another living winner is Lt.-Gen. Sir Richard E. W. Turner of Quebec City, who won the VC Nov. 7, 1900, in the South African War when he was a lieutenant. There are 25 surviving Canadian VC winners of the First World War, eight of the Second World War.

Two of the best known are politicians—Labor Minister Gregg, "for most conspicuous bravery and initiative during operations near Cambrai, Sept. 28 to Oct. 1, 1918," and Maj.-Gen. G. R. Pearkes, Progress Conservative member of Parliament for Esquimaux-Sauich.

"For most conspicuous bravery and skilful handling of the troops under his command" at Passchendaele Oct. 30-31, 1917.

Honorary Maj. John Weir Foote, a chaplain in the Royal Hamilton Light Infantry who won the VC at Dieppe in 1942, now is Ontario minister of reform institutions.

A total of 1,347 VCs have been awarded in the British Commonwealth and about 400 winners are still living. Other ranks receive £10 a year and in case of need this may be increased to £75. In the case of posthumous awards, £50 is paid to the estate.

GALLANT AIRMAN
An example of the acts of heroism displayed in winning the Victoria Cross is the citation which accompanied the award to Maj. William George Barker, Royal Air Force. Barker, later a lieutenant-colonel, died March 12, 1900. His citation reads:

"On the morning of the 27th Oct., 1918, this officer observed an enemy two-seater over the Forest de Mormal. He attacked this machine, and after a short burst it broke up in the air. At the same time a Fokker biplane attacked him, and he was wounded in the right thigh, but managed, despite this, to shoot down the enemy aeroplane in flames.

"He then found himself in the middle of a large formation of Fokkers, who attacked him from all directions, and was again severely wounded in the left thigh,

OUR YESTERDAYS

From The Guardian Files

TWENTY-FIVE YEARS AGO
(January 30, 1931)

The president of the P. E. I. Swine Breeders Association, Prof. W. J. Reid, in his address to the meeting last night, stated that the hog market has survived the depression far better than any other have hopes of regaining the former position enjoyed by Canada on the British market.

The fifty-fifth annual convention of the New Brunswick Farmers and Dairymen Association unanimously went on record as being opposed to the organization of a Canadian Farmers Association. The object of the Canadian organization would be the fixing of prices for all agricultural products.

The 1931 prospects for the lobster fishing industry look anything but bright today, with foreign buyers insisting on further price reductions for this year's pack, and Boston parties not encouraging shipment in the shell. With the large stocks on hand, it is going to be impossible to force the buyer's ideas upwards.

TEN YEARS AGO
(January 30, 1946)

Monsieur Paul Lorien, French Consul General, said yesterday, that he could see no reason why Prince Edward Island and other Maritime Provinces could not undertake profitable interchange of goods. France would provide a big market for dried fish and agricultural products, and she could supply them with her famous wines, silks and perfumes.

The car ferry at three o'clock this morning was still a mile of the Prince Edward Island shore, twelve hours after leaving Cape Tormentine. The ship had encountered heavy ice all the way, the first serious trouble experienced this winter.

but succeeded in driving down two of the enemy in a split second. The last consciousness after this and his machine fell out of control. On recovery, he found himself being again attacked heavily by a large formation, and singling out one machine, he deliberately charged and drove it down in flames.

"During this fight his left elbow was shattered, and he again fainted, and on regaining consciousness he found himself still being attacked, but, notwithstanding that he now was severely wounded in both legs and his left arm shattered, he dived on the nearest machine and shot it down in flames.

AGAIN ATTACKED
"Being greatly exhausted, he dived out of the fight to regain our lines, but was met by another formation which attacked and endeavored to cut him off, but after a hard fight he succeeded in breaking up this formation and reached our lines, where he crashed on landing.

This combat, in which Maj. Barker destroyed four enemy machines (three of them in flames), brought his total successes up to 50 enemy machines destroyed, and is a notable example of the exceptional bravery and disregard of danger which this very gallant officer has always displayed throughout his distinguished career.

"Maj. Barker was awarded the Military Cross on 10th January, 1917; first bar on 10th January, 1917; the Distinguished Service Order on 10th February, 1918; second bar to the Distinguished Service Order on 16th September, 1918; and bar to Distinguished Service Order on 2nd November, 1918."

The big majority of Canadian VCs have been won by the infantry. An example:

Pte. James Peter Robertson, No. 52388, 27th Battalion, Canadian Expeditionary Force, on Nov. 6, 1917, rushed a German machine gun and after a desperate struggle with the crew killed four and then turned the gun on the remainder.

Carrying the captured machine gun, he led his platoon to the final objective. The citation concludes: "Later, when two of our snipers were badly wounded in front of our trench, Private Robertson went out and carried one of them in under very severe fire. He was killed just as he returned with the second man."

Medically Speaking

By Herman N. Sundesen, M.D.

ANTICLOTING DRUGS MAY WARD OFF A STROKE

Their new hope of preventing certain types of strokes.

Two Mayo Clinic physicians say anticlotting drugs may help in cases where blood clots threaten to obstruct a major brain artery. At the present time, the drugs are frequently used in treating heart attacks after a clot has shut down an artery feeding the heart muscle.

Dr. Robert G. Slickert and Clark W. Millikan warn against using this treatment as routine for all strokes. They stress the fact that it must be limited to certain categories.

"Anticoagulants are useful in preventing strokes only in individuals who have had some advance warning of the formation of a clot which may eventually obstruct a prime brain artery.

Examination of clots which have closed off the basilar artery in the brain's network of blood vessels shows they frequently have a layered physical structure. They appear to have been built up layer by layer, much like the growth of a tree trunk is recorded by annual rings.

Certain definite abnormal patterns in the physical condition of a victim prior to a stroke, progress in step-like fashion as the artery is gradually narrowed by development of the clot. These include loss of control of the limbs, sight or of numbness and confusion, in various combinations.

The Poet's Corner

BEYOND THE HEIGHT

Before the night departed something stirred

The thought to wakefulness, as if

in dark

A gentle voice kept urging with no

word:

Not even morning's swift, ascendant

lark

Moved through the air of thought

more wondrously:

"The glow that spread though never

touched the ground"

Touched eyelids and touched more,

invited: see

How vast is peace that comes

without a sound.

How good it is while housed upon

this sphere.

This little star, that space beyond

the peaks.

The highest mountains, brings all

reaches here:

Less than a hush, the voice of silence

speaks

Not in a house of slumber, not by

night

Upon this ball that turns toward

endless light.

—Joseph Joel Keith.

HISTORIC AREA
Trois-Rivieres in Quebec was founded in 1634 by Sieur de LaViolette.

Notes By The Way

There's a lot of backache these days, and most of it is before the sidewalk has to be shoveled.—Hamilton Spectator

Comrade Krushchev recuperates in the Carpathian Mountains where Dracula had his castle. Sounds like an all-horror bill at the Tivoli.—Windsor Star.

"Men wanted for hazardous journey. Small wages, bitter cold, long months of complete darkness, safe return doubtful." That is the way the polar explorer, Sir Ernest Shackleton, advertised for men in 1900. And, with a little editing, it would still do to get recruits for a daily car pool from the suburbs.—Winnipeg Free Press

Mr. Irvin Studer, the Liberal member of Parliament for Swift Current-Maple Creek, complains that present-day parents are raising their children on "rabbit food" instead of a mixture of lettuce and a sip of orange juice. And he adds vehemently, "You cannot raise a generation of people on that sort of food." We suppose Mr. Studer would shrug off a mild interpolation to the effect that rabbits seem to do very well by posterity on that kind of diet. Perhaps, as he implies, it is different with people.—Calgary Herald

A U.S. Businessman didn't surprise a Canadian audience when he said that the United States has been primarily responsible for the prevention of the free flow of goods and materials across the Canada-U.S. border. Richard L. Bowditch, executive committee chairman of the U. S. Chamber of Commerce, said as much at an Empire Club meeting in Toronto. It would serve a more useful purpose if Mr. Bowditch expressed this opinion to his fellow countrymen. Possibly, it would help more if what he said were heard in the U. S. Congress.—Sydney Post Record.

In 11 years loans through the federal Farm Loans Improvement act have reached the total of \$760 million—and losses in that time of only \$275,000. "That speaks well of the honesty and integrity of Canadian farmers!"—Ottawa Journal

Anybody who has ever wintered on a hill farm knows that the right place to settle down is in the kitchen—and as close to the stove as will allow a free swing to a woman who wants to tend an oven door. A kitchen is the warm center of the house. A small kitchen has no business on a farm and not enough business can be done in it. The bigger the kitchen, the better for all concerned.—New York Herald-Tribune

Metropolitan Toronto expects to have a population of almost 3,000,000 within the next 25 years. A major problem to be solved will be rapid transportation, and this can only be done at very heavy expense. There is no doubt that every growing city faces the same situation: if it is to continue to expand, its people must be prepared to pay large sums to keep traffic and pedestrians moving. The alternative is stagnation.—Ottawa Citizen

Wasyli Eleniak, who died at Mundare at the age of ninety-seven will always hold a special place in the history of Canada. As the first Ukrainian to settle in this country, he is the symbol of a group whose courage and pioneering spirit played an important role in the opening up of the west. In the sixty-five years since Mr. Eleniak first arrived in Canada, the number of Canadians of Ukrainian origin has grown to some 400,000. Members of his race have spread from the farms on which the early pioneers settled to take an important part in practically every aspect of Canadian life.—Winnipeg Tribune

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