

Covers Prince Edward Island like the Dew... Published every week day morning at 168 Prince Street, Charlottetown, P. E. I., by the Thomson Company Ltd.

WEDNESDAY, MARCH 21, 1956

The Federal Budget

It is apparent from the Harris budget that there is not likely to be a federal general election this year. Despite the good financial showing, as compared with the budget estimate, the tax cuts are few and inconsequential.

Mr. Harris, of course, is pleased with the year's results financially. The budget deficit is estimated at \$31,700,000, less than one-third the amount he had budgeted for and not much more than a third of the actual deficit of the previous year.

The Government is budgeting for a surplus next year of \$113,000,000. It is a coincidence that yesterday afternoon, prior to Mr. Harris' budget delivery at Ottawa, Premier Matheson had occasion to review our fiscal relations federally, and the picture he painted of our future prospects, under the conditions imposed by the Federal Government, are certainly anything but reassuring.

Confederation was formed as a provincial family partnership. No federal budget, however satisfactory in terms of surpluses, can be acceptable if gained at the expense of some of the partners whose very disability renders them less effective in pressing their claims for due consideration.

Red Cross Appeal

How many of our readers know that Prince Edward Islanders used 2,920 bottles of blood last year, which but for the Red Cross blood transfusion service would have cost our people \$75,000? That Red Cross disaster services rendered emergency assistance to 20 families whose homes were destroyed by fire? That 900 people enrolled in sixty First Aid classes, and 433 injuries were treated at forty First Aid Posts staffed by volunteers?

made up by women's groups and shipped overseas or used for local emergencies from materials provided by Red Cross campaign funds?

These are but a few of our provincial Red Cross achievements in 1955, as listed in the advertisement announcing this year's campaign which runs from March 19 to 24. There is no need to elaborate on the magnificent service this organization provides. The campaign objective for Charlottetown is \$13,000, and for the Province \$29,000. Considering the value received, this sum is very small indeed. It is hoped that all our citizens will respond generously and promptly, as they have done in the past.

Causeway Discussion

Attention is called to a letter in today's Public Forum from a correspondent who prefers to remain anonymous, but whose name we have in confidence. This letter raises important points for consideration, and we welcome such contributions to our columns. But there is one statement which is misleading and which we feel obliged to correct. Premier Matheson has not appealed to all Islanders to "show complete unanimity on the Causeway proposal." He has appealed for unanimity in pressing for a full and complete survey of the Causeway possibilities. Engineers who have already been consulted do not share the views expressed by our correspondent as to the ice difficulties, but this is no reason for brushing them aside. The survey should certainly take into consideration the views of our car ferry officers and all others who have expert opinion to offer.

As we stated before, the interest now aroused in the subject makes this the most favorable time for pressing for an investigation by the Federal Government. The best engineers on the continent should be obtained for this purpose, and they should be thoroughly unbiased as well as qualified technically and otherwise. Surely this is a reasonable proposal, and the most pressing one at this time.

EDITORIAL NOTES

The Soviet leaders are now busy debunking the Stalin myth. They could have saved themselves the trouble if they had accepted the free world's estimate of his regime instead of denouncing it as "capitalist propaganda."

The car ferry deficit was \$1,624,639 last year, but this comes out of the consolidated revenue fund and should not be credited against Prince Edward Island. One of the strongest arguments for the proposed causeway is that it will do away with these recurring deficits, which are bound to increase with expanding traffic demands.

The United States is inclined to blame the Soviet Union for most of the trouble in the Middle East. The Soviet Union, in turn, blames the United States. Israel agrees partly with both and not completely with either. Premier Ben-Gurion told his parliament the other day: "If war should come, the moral responsibility will rest with the Soviet and United States governments."

A poll on the drinking habits of Canadians and Americans produces evidence that should cause considerable concern in this country. It showed that while the percentage of drinkers in the United States has declined from 67 per cent to 60 per cent since 1945, the percentage of drinkers in Canada has increased from 59 per cent to 72 per cent. In six years the number of Canadian drinkers has increased by 22 per cent.

What makes a man in a high government post give it all up and run for election in a region where he has no more than a 50-50 chance of winning? That, at any rate, is what former Secretary of the Interior McKay has just done. He is to oppose Senator Morse of Oregon in next fall's campaign. Morse was elected as a Republican, then turned Independent, and is now seeking reelection as a Democrat. His strength in Oregon is said to be very great. Rumour has it that the President thinks McKay is the only man likely to beat him.



NO ROUSING CHEERS

PUBLIC FORUM

THE CAUSEWAY PROJECT

Sir,—In spite of Premier Matheson's plea that all Islanders show complete unanimity on the Causeway proposal the time has come to refute many of the arguments and claims advanced to date concerning both its construction and cost.

If our democratic principles are to be maintained, then constructive criticism of a project of this magnitude should be welcomed and not discouraged. In this connection it is a regrettable incident that our Federal representative from Kings County should have been so unjustly criticized for expressing an honest opinion. As may be seen later in this letter perhaps his views weren't so erroneous after all.

Of course there is no argument against the basic fact that a causeway would provide some improvement in transportation facilities as compared to the present ferry service—but only if the causeway were suitably protected against the effect of storms and wind-driven ice fields. Claims have been made that these hazards do not exist as far as the proposed causeway as detailed in the press (Feb. 27th) is concerned. This is indeed a dangerous illusion.

The only people in a position to give considered opinion relative to these hazards are the captains and deck officers of the car ferry service who have first hand knowledge of ice and storm conditions of the area in which the causeway would be built. However the advice of these officials has never been sought.

It is indeed folly to assume that conditions in the Straits of Canso are all comparable to those in Northumberland Straits or that the type of causeway recently completed in the Strait of Canso would be successful between Cape Tormentine and Borden. Such a supposition would more properly belong to the realm of Science Fiction.

To be more specific—argument have been presented in our Legislative Assembly to the effect that "board" or fixed ice would form on both sides of the causeway and so protect it from any danger of wind-driven fields overrunning the road surface of the causeway.

The fact of this matter is that the "lee" side of the causeway would almost always open water as the wind would move any ice that formed on the lee side away from this side of the causeway.

To illustrate this point let us assume first that a fairly strong S.E. wind has cleared the N.W. (lee) side of any ice leaving several miles of open water on this side. Now, as so often happens, within a few hours the wind could swing around to the N.W. quarter. Let us now assume that the wind increases to a strong gale force of 50 to 60 M.P.H. and still coming from the N.W. and see what happens. The ice fields which were previously driven toward this side of the causeway driven by a gale force wind augmented possibly by a rising tide (there would still be tidal currents a few miles from the causeway). An ice field driven in such a manner could very easily reach a speed of 2 knots (3.38 ft. per second). A simple illustration from high-school Physics can well show the forces of nature involved here. If the leading ice field approaching the causeway at say 1/4 ft. per sec. had an area of 10 sq. miles and was 1/2 ft. thick such a mass of ice would weigh approximately 12 1/2 million tons. Such a field would be a fair average in area and thickness. The Kinetic energy of this 12 1/2 mega-ton mass would be approximately 2 1/2 million ft. tons. (MXV squared/2x32.2)

In order to appreciate the magnitude of such a force 2 1/2 million ft. tons could theoretically lift a mass of approximately 45000 tons a vertical distance of 50 ft. That would be more than 5 times the gross tonnage of M. V. "Abegweit".

It takes but little imagination to picture what would happen when an ice field under these conditions strikes the sloping and un-

PROTECTED SIDE OF A CAUSEWAY

A considerable portion of such an ice-field would simply slide over the causeway and deposit thousands of tons of huge ice-cakes on the roadway and rails. In other words you would have a very real disaster. How long it would take to remove this ice so the causeway would be useable again is anybody's guess. Depending on how much of the causeway were affected it could be days or possibly weeks. If any cars or possibly a train happened to be trapped on a causeway with ice running over it the disaster would surely become a tragedy.

Of course I do not presume to predict that the disaster described above will happen often. Possibly even a few winters might pass before the required conditions of wind, ice and tide would combine just at the right time. However this is a very real and definite threat that cannot be underestimated or overlooked.

Now let us consider storm conditions—especially in late November and December before ice forms in the Straits. An unprotected causeway would on many occasions be deluged by freezing spray and in severe storms solid water would come over it. A substantial thickness of ice would certainly form on the rails and roadway. I don't think I need to elaborate on the effect this would have on transportation.

In order to eliminate these hazards a high safety factor is required on a project of this magnitude and importance. The only practical method of protection is a line of breakwaters on each side of the causeway for the greater part of its length. Even a reinforced concrete sea-wall erected on the causeway would not be complete solution to the problem—although it would be better than nothing at all.

Breakwaters would allow a solid sheet of board ice to form along the sides of the causeway. Wind-driven ice would then run high on the breakwaters and contain itself there and be prevented from reaching the causeway. The breakwaters would also dissipate the force of the waves during gales and storms and so eliminate the spray hazard.

Admittedly the cost of breakwaters might even approximate the cost of the causeway itself. However without them the causeway just would not be a sound engineering proposition by any means and would ultimately prove to be the engineering fiasco of the century.

I admit that these are strong words—however I sincerely believe they are badly needed to refute some of the questionable claims and superficial thinking put forward by many of the good folk on the bandwagon, however good their intentions may be. In a subsequent letter I would like to deal further with this question of construction, cost and effects of the proposed causeway.

I am, Sir, etc., ENGINEER Borden, P. E. I.

EXHIBITION SIDE SHOWS

Sir,—As this is the time of year when people in this part of the country plan their summer programs, a few comments on our chief summer attraction should not be out of order. I refer, of course, to Old Home Week and the Provincial Exhibition. This feature has earned for itself a high place not only in our own Province but elsewhere in Canada and the U.S. The excellent exhibits of livestock, poultry, handicrafts along with a well balanced program of racing and vaudeville combine to form entertainment which is looked forward to by young and old.

There is, however, one aspect of this show in which no one can take pride. I refer to the "girlie" shows which occupy such a large and prominent space in the midway. The advertisements proclaim this exhibition as entertainment for young and old. I wonder what age groups do these shows entertain? Which of the directors would wish to see his children viewing such a show or what young man who had respect for his girl friend would

OUR YESTERDAYS

From The Guardian Files

TWENTY-FIVE YEARS AGO

(March 21, 1931)

Hon. John A. Macdonald, M.P. for Kings, Minister without portfolio in the Dominion Government, will leave shortly for Havana to discuss with the Cuban Government various trade matters, with particular reference to the export of Maritime potatoes to Cuba.

The furnishing of the new Canadian National Hotel is progressing very satisfactorily. All the bedroom furnishings in the 110 rooms have been installed and at present the carpets are being laid. The work is under the direction of Mr. A.H. Mould, manager of the hotel.

Officers of the Provincial Police Force are taking a course in first aid methods extending over a period of several weeks. The instructor for the group is Mr. George Chandler, a member of the St. John Ambulance Corp.

TEN YEARS AGO

(March 21, 1946)

In the Legislature yesterday the attention of the Minister of Agriculture was drawn by Mr. Philip Matheson to the serious shortage of veterinarians in the Province. Recently, Mr. Matheson said, the situation has become very acute and of late there has been an epidemic among certain herds of cattle.

A second unsuccessful attempt was made yesterday by the ferry "Fairview" to cross to Rocky Point. The first attempt made on March 18 was the earliest date on which the Fairview has ever tried to make the crossing.

It was learned last night that temporary arrangements have been made by the Provincial Government, whereby milk and meat inspection for the City of Charlottetown will be carried out at the Provincial Laboratory.

The Age Old Story

Oh, how great is Thy goodness, which Thou hast laid up for them that fear Thee; which Thou hast wrought for them that trust in Thee!

HOME ECONOMICS SCHOOL

OTTAWA (CP)—A school of home economics will be opened at the University of Ottawa next September. Rev. Rodrigue Normandin, rector of the university, announced Tuesday. Home economics studies will be directed by the sisters of the Congregation of Notre Dame, who now direct similar schools at Laval University in Quebec City and St. Francis Xavier University at Antigonish, N.S.



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NOTES BY THE WAY

The optimist is the man who has already ordered his garden seeds.—Ottawa Times-Gazette.

Perhaps things aren't quite as bad as they seem! There is room on the cables and in the newspapers for the momentous news that E. Majesty the Queen had spaghetti for luncheon on Tuesday and again for dinner!—Ottawa Journal.

The rumpus over fluoridation here and there begins to remind us of Ottawa's pure water war 40-odd years ago. Except that so far nobody has filled any 5-gal. bottles with rusty old boiler water and displayed them in drugstore windows around town, labeled "Ottawa River!"—Windsor Star

The greatest optimist would agree that doubling the physical size of Canadian universities within eight or nine years is a hope beyond realization. The alternative would seem to be between a greater use of existing buildings, or a failure to meet an urgent and inevitable national need.—Montreal Gazette.

Some men have made long journeys to find their way back to the enchanted world of their childhood. Many a man has come as a child to this country from the Old World. As the years have gone on he has heard echoes from distant memory of the hills and fields of the far-off home. And he has been drawn back to make the pilgrimage to the place he had first known.—Montreal Gazette.

"The 'Mae West' is one of the few narrow gauge lines still operating in South Africa. For more than fifty years the train, which gets her popular name from the numerous curves on her route, has daily made her leisurely way between Port Shepstone and Harding in the southern part of Natal. On her two-foot wide rails, she chugs nearly 3,000 feet over a distance of seventy-six miles from the coast, taking ten hours to do it. Some of her trucks are only waist high, with wheels about the size of a 'heelbarrow's. Her day coach is just twelve feet long. In 1921 well-known long-distance runner Arthur Newton beat the train by running the distance in eight hours. In justice to the 'Mae West,' it must be said that Newton had no stops to make.—C.V.O. Magazine.

Yet if Washington intends to be beyond expressions of hope that Cyprus negotiations can be resumed the British hint they might feel free to ask pointed questions about American policy on another controversial island—Formosa.—Christian Science Monitor.

The legislative assembly of Alberta adjourned on Wednesday because Premier Ernest Manning was going out of town. In Britain everything stops for tea. In Alberta everything stops for Mr. Manning. No Mr. Manning no government. No Mr. Manning no legislature.—Calgary Herald.

Nowhere in the entire multimillion Soviet press does one find a local item—an accident, a crime, some piece of human fortune or misfortune. The local incident, the human being is nowhere to be seen; at most, one reads of some Stakhanovite setting a production record, or else a carefully selected functioning of some bureau or factory. The skyscrapers, the construction work, the collective organization are overpowering; the human being is nothing. He doesn't count. He doesn't appear.—New Leader.

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