THE GUARDIAN

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CIRCULATION
"Covers Prince Edward Island like the dew"

"The strongest memory is weaker than the weakest ink".

CHARLOTTETOWN, MONDAY, MAR. 29, 1954

War On Malaria

As far back as there are any records malaria has been one of the formidable foes of Far Eastern peoples. The Island of Formosa, now the sole domain of the Chinese anti-Communists, has suffered more from the disease than any other Pacific area. More than one-tenth of the total population of 10 million has been afflicted by it at any given period. Now, for the first time, there is hope that it will eventually be wiped out or, at any rate, brought under reasonable control.

Led by a young American entomologist, Dr. Don Pletsch from the University of Minnesota, a team of scientists from the World Health Organization is at work in Formosa spraying the houses with DDT. Already the dwellings of 50 thousand residents in one province have been treated, and 650 tons of the mixture have been set aside for use this year. Thus far, according to reports, the malaria rate has fallen more than 16%.

As was to be expected, there have been obstacles as well as encouraging features in the way of the program. Curiously enough, one of the obstacles was related to cleanliness. It seems that during the Japanese occupation the Formosians were persuaded to clean their houses thoroughly twice a year; a practice which some of them have insisted on following after the spray had been put on the walls which, of course, had the effect of nullifying the treatment. That little difficulty has now been overcome, the Formosians having been made to understand that there are circumstances in which cleanliness can be overdone. One by one the old microbial foes of mankind are being overcome by the advance of science and by the conviction which, despite wars and rumours of wars, is being strengthened all the time, that peoples of East and West are members one of another.

The Economic Weapon

It is generally recognized that Communism must be combated simultaneously on the economic, social and preparedness fronts, though the emphasis is likely to vary from time to time, and there will not always be agreement as to which aspect should have priority at any particular time. At present the emphasis appears to have veered slightly toward the economic front. Mr. L. B. Pearson, Secretary of State for External Affairs, speaking in June 1953, had the following to say in this connection:

"We know that military force, or the threat of it, is only one of the weapons in the armoury of those who seek to achieve world domination. There are other weapons, less obvious but no less powerful, which will be employed in the hope of dividing us.

"One of these is the economic weapon. We must see to it that disunity arising out of excessive economic nationalism does not do the job that military force has so far been unable to do. . . . There would be no surer way to dismember our coalition than to permit the flow and volume of trade between the free nations to start on a downward spiral with countries again resorting to extreme restrictive measures against each other. The success of the free world in solving its economic problems may, in fact, be of decisive importance in the struggle against Soviet imperialism."

Commenting on the above statement, the Canadian Bank of Commerce News Letter adds that while there is no single means by which peace and security may be reached, the instruments appear to be at hand in the United Nations, the North Atlantic Treaty Organization, the General Agreement on Tariffs and Trade, and our association in the Commonwealth of Nations, which in so many respects can act as bridge between East and West. But whatever the shifts in emphasis or whatever the means chosen, a successful foreign policy must have as its base a solid core of integrity, of honest intention, and of dependability in the carrying out of the course embarked upon.

Prairie Research Progress

There will be interest in the announcement that the Federal Government will open an "illustration" agricultural station in the clay belt which has been discovered on the Hudson Bay railway between Thicket Portage and Wabowden. This area, says the Winnipeg Free Press, is in the same latitude as the Peace River area in northern Alberta. It is a fair speculation that the pioneers who opened up the prairie country in the 1870's and 1880's would find this news just as incredibly exciting as the airplane, television, radio and the atom bomb.

The late Hon. W. R. Motherwell, who was successively and for many years the Minister of Agriculture of Saskatchewan and of the Dominion, used to recall that when he arrived at Fort Qu'Appelle, Saskatchewan, along about 1882, it was commonly believed that no white man could survive the winter on the open prairie unless he built his sod shack in a valley or in heavy bush. Farming was restricted to cattle and the fondest hopes were for a growing season which would permit the harvesting of oats and barley. Wheat, except in a very limited acreage, was thought to be out of the question. Most of the first settlers only survived because they were able to make money hauling military supplies in the second Riel rebellion. When the late Sir Hugh John Macdonald, then a member of the House of Commons, said in the 1870's that the day would come when the prairies would support a population of 1,000,000 people, the House laughed.

The main reason why all these dismal prejudices were confounded, says the Free Press, is that experimental farms, illustration stations, the cerealists like the Saunders—father and son—proved the prairies to be one of the great food producing areas of the world. They did so by developing new wheats and other grains which would ripen in our growing season. They did so by evolving grains which would baffle insects like the saw fly and killers like rust. To look at the small plots of ground here in the West and at the Experimental Farm at Ottawa where these great deeds were accomplished one would never suspect their importance. And so it may be with the latest addition to the experimental farm system in the clay belt which spans the Hudson Bay railway.

EDITORIAL NOTES

On Tuesday Toronto becomes the first Canadian city to have a subway in operation. In the suburbs much of it is in the form of an open trench and perhaps in future the city can cover it over and sell building lots on top.

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The Army has followed the Navy's lead in enrolling apprentices at the age of 16. The move has the very great economic advantage that personnel trained from an early age are available for a considerably longer time, a matter of importance when it comes to activating reserves.

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Many Maritimers will regret the departure from this coast of Dr. A. W. H. Needler who is exchanging his post as head of the Fisheries Research Station at St. Andrews, N. B., for a similar position at Nanaimo, B. C. A great deal of fishery development in the Atlantic Provinces had its origin in work directed by Dr. Needler.

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John Keble, English divine, died this date 1866. He graduated from Oxford with first-class honours and was professor of poetry at that university from 1831 to 1841. He then settled in a country vicarage where he stayed until his death. His famous sermon on "National Apostacy" in 1833 and his contributions to "Tracts for the Times" entitle him to be regarded as the founder of the Oxford movement. He is popularly known for his book of poems, "The Christian Year."

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Aid to students wishing to specialize in community planning, housing and urban development is offered by Central Mortgage and Housing Corporation. The assistance available is on three levels for university graduates; graduates in architecture, civil engineering or the social sciences; and professional men and women who have had executive, teaching or research experience and are qualified to undertake original work which may contribute to the knowledge and practice of housing in this country.

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The National Research Council has conducted a great deal of important research but could be better employed than at finding substitutes for Canadian products. Spray-dried wheat gluten may make it unnecessary for bakers of the world to use Canadian wheat but it is not in our interest to demonstrate it. A similar misplaced effort was that of finding substitutes for Canadian woodpulp in the manufacture of paper.

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A total of 10,625,670 pounds of canned pork remains in storage in Canada on government account of which no less than 10,000,368 pounds has already been sold for future delivery. The unsold 625,302 pounds should not present any difficulty of disposal. The emergency buying programme benefited the farmer by preventing a collapse in prices and at the same time saved the consumer from finding that farmers had simply got out of the swine raising business.

The Time Is Short

The Poet's Corner

THE POOR MAN'S PIG

Already fallen plum-bloom stars the green
And apple-boughs as gnarled as old toads' backs
Wear their small roses ere a rose is seen;
The building thrush watches old Job who stacks
The bright-peeled osiers on the sunny fence,
The pent sow grunts to hear him stumping by,
And tries to push the bolt and scamper thence,
But her ringed snout still keeps here to the sty.
Then out he lets her run; away she snorts
In bundling gallop for the cottage door,
With angry hubbub begging crusts and orts,
Then like a whirlwind bumping round once more;
Nuzzling the dog, making the pullets run,
And sulky as a child when her play's done.

—Edmund Blunden.

Old Charlottetown (And P. E. I.)

APPOINTMENT OF CORONERS

From the reports of the Legislative Assembly, April 17, 1837:

Mr. Pope, from the committee appointed to inquire into the expediency of appointing Coroners for the different Counties, reported as follows: That the committee have made such inquiry, and find that the patent of the Clerk of the Crown for this Island constitutes him "Clerk of the Crown and Coroner"; but they are of opinion, that from the nature of the office of Coroner, who can only proceed "super visum corporis", and is a judicial officer, and also from the extent of the Island, it could never have been intended by the Patent, nor by the true or proper construction thereof, that the officer named in such Patent should be the only Coroner of the Island; and the committee find several express legal authorities and decisions that a deputy or assistant cannot act for a Coroner as a judicial officer. They therefore consider it expedient and proper that a sufficient number of Coroners should be appointed throughout the Island, by Government, who should be resident within their respective districts, and that the present Patent Coroner should only exercise his authority within Queen's County, or some portion thereof.

Self - Analysis

(London Spectator)

British Civil Service Selection Boards consist of a chairman, an observer and a psychologist; for the benefit of the latter each candidate is required, at one stage of the proceedings, to write, as objectively as possible, an account of his own characteristics. A friend of mine, while serving on one of these boards, became morbidly fascinated by one of the candidates, an exceptionally flabby and pasty-faced young man with what may be described as a "Before Taking" appearance, but possessed of considerable intelligence and great self-assurance.

Afterwards he asked the psychologist what sort of a self-portrait this youth has painted of himself. "Pretty flattering, on the whole," said the psychologist. "He dealt with the question of his physique by writing 'My body is perfectly equal to the limited demands I make on it'."

When the foregoing ancedote was related to Colonel Bernard Fergusson, he reminded me of Field Marshal Lord Wavell's story of the officer commanding a cavalry regiment who concluded his confidential report on a subaltern who, though proficient, was neither well-built nor well-mannered with the words, "I would not, however, breed from this officer."

The Public Forum

WOOD ISLANDS FERRY SERVICE

Sir,—I appreciate your publication of my letter on the Wood Island-Caribou Ferry service in Saturday's issue. This is evidence of your wish to be fair and to give the public the facts.

Since Saturday's issue reached your readers I have had many congratulations, some suggestions and some criticism, that I had not given more information on the efforts made to cripple the Company and prevent the development of the service. One staunch supporter of Prince Edward Island rights, Mr. J. O. Hyndman, sent me a copy of a memorandum dated May 1st, 1938, prepared by Mr. Rand Matheson, manager of the Transportation Commission of the Maritime Board of Trade. "On the handicap to Prince Edward Island in the matter of transportation of freight by motor truck to and from Prince Edward Island, as compared with movement on the mainland."

This document was revised on March 1st, 1944. It states that "with the inception of the ferry service between Wood Islands, Prince Edward Island, and Caribou, Nova Scotia, some of the disadvantages to parts of the mainland were removed," and makes reference to an added sheet No. 5, dealing with rates. This document with five sheets of tables submitted to support and clarify his findings is lengthy and its publication in full I think unnecessary, but I will quote from it, and if the document is needed I am quite sure that Mr. Hyndman will make it available.

The memorandum reads in part: "It is a well-known fact that the commercial motor vehicle has made tremendous strides as a means of distribution in the Maritimes during the past ten years."

It is patent that the revolutionary increase in truck traffic rests on certain definite advantages to the shipper as compared with railway service. The truck offers a more flexible and more frequent service than rail. In the Maritimes truck service competitive with railways have generally assessed lower charges.

The traffic carried by the commercial motor trucks, however, has been restricted to Prince Edward Island via the Borden-Cape Tormentine ferry. Consequently Prince Edward Island has been considerably handicapped in relation to the mainland.

The handicap to Prince Edward Island's participation in the advantages of motor truck distribution from and to the mainland via Borden-Cape Tormentine is evidenced in the attached studies.

Statements Numbers 1, 2 and 3 show the cost per 100 pounds of transporting goods by truck to Prince Edward Island by ferry between Borden and Tormentine. Statement Number 4 is intended to show the relative disadvantages of shipping by truck to Prince Edward Island and the mainland as compared with truck distribution on the mainland.

It is shown in Statement Number 4, that the charge per ton for a third class commodity on the Prince Edward Island ferry in a 3-ton pay load truck is $5.13. In other words it cost $4.93 per ton more by truck on the carferry than by truck on the highway. The statement goes on to show that this amount would equal a haul of 206 1/2 miles on the mainland.

Table No. 3 shows that a 21 foot truck with a 5-ton load of first-class freight must pay $60.65 for the round trip. I assume that this was about the limit in size and weight at that time, because the table does not go higher.

With the opening of the Wood Island-Caribou service the rate for a similar vehicle was $5.25 for the round trip. We have carried each year since 1946, when the Dunning was put in service hundreds of trucks of more than double the capacity of the one mentioned above, and a 42-foot truck, with a 10-ton load, pays for the round trip $10.50. What such a vehicle was asked to pay via Borden up to 1951 I do not know.

This injustice to Prince Edward Island was pointed out to the Hon. Mr. Dunning by his associates, and he decided that a remedy could and would be found.

The existing service between Pictou and Charlottetown taking 24 hours for a round trip, and a charge of $14.00 for an auto (only a few small ones and no trucks could be carried), Mr. Dunning decided was of little service to the Province, and should be replaced by a ferry between Wood Islands and Caribou.

This proposition met with very determined opposition from many sources, but Mr. Dunning carried his point, and the Wood Islands-Caribou Ferry Service was opened.

I have always felt that his determination to see this service established and justice done to Prince Edward Island may have been the cause of friction and resulted in his quitting politics; but be that as it may, I am confident that had he remained our representative at Ottawa, this service would have been permitted to develop as it should.

Before the terminals were completed it became evident that obstacles would be placed in the path of its development. The company formed in Halifax and awarded the contract for operations, seeing what was ahead, refused to sign a contract in which the rates to be charged were inserted.

The Prince Edward Island supporters of Mr. Dunning were told to go to Halifax and take over the company, and without knowing what they were facing they did so.

I might say that contrary to many rumours the control of the company has always been in Prince Edward Island, and to answer one of the Members of our local House, I might say that the company has one thousand shares outstanding, on which the company has paid an average of less than .87 cents per share, per year, since 1938.

It would take pages of your paper to give particulars of the obstacles that have been placed in the way, and the attempts that have been made to force the company to quit.

For instance, the boat we purchased for the service, "The Seaborne" reached Halifax in 1939, and was immediately requisitioned by the Government. We found out later that she never left Halifax Harbour, nor turned a propeller until she was declared surplus after the end of the war.

We purchased another, "The Sankaty", brought her to Halifax, and prepared her for the opening of the service in 1940; and a few weeks before the service was to open she was requisitioned. We then purchased the "Erie Isle", now the Prince Nova, and the opening of the service was delayed until 1941.

We paid for the Prince Nova more than 3 1/2 times the price we paid for the Seaborne.

The Government were busy winning the war, and claimed they had no time to settle for the boats requisitioned, but eventually told us to submit invoices showing the cost of both and eventually paid us just what they had cost. We pointed out that this was an injustice because shipping had advanced in price and in the case of the Prince Nova, we were out $61,000 in actual cost, with a much inferior boat, and with time and effort gone.

The Government eventually offered to submit to the Exchequer Court, for final settlement, the question as to whether any further sum was due us, and if so how much.

The decision of the Exchequer Court awarded us $128.000 plus interest. In spite of the agreement the Government refused to settle, and appealed the decision to the Supreme Court of Canada. The decision of the Supreme Court was that the matter be referred back to the Exchequer Court. We refused to again appear and claimed that under the agreement the Government owed us the original award, but this remains unpaid. We were eventually given $25,000, which we applied toward writing off the legal expenses in both Court cases.

In spite of the handicap, we have carried on, and are proud of what we have done. With the Dunning on the run we have for years transported upwards of 80,000 passengers, 20,000 autos, and 7,000 trucks each season, and would have carried, I am confident, at least 50% more passengers and autos, and I believe 300% more trucks, if we had been permitted to provide the accommodation.

We have spent not less than $20,000 each year in Pictou and Charlottetown on overhaul, and in spite of the criticisms of the Hon. Mr. Clarke and the Hon. Mr. MacDonald, we have been congratulated each year by the officers of the Steamship Inspection Department on the condition and upkeep of the boats.

When the gross of ash trays purchased each year for each boat are carried away as souvenirs, it may be that some substitute has to be provided to protect the furniture. I would point out that I have personally travelled on the Murray Harbour train and stood in the aisle during the entire trip from Charlottetown to Vernon, because there was not an available seat, and an ash tray was something I never saw in one of these cars so far as I can recall.

To those who have such faith in the future of the Wood Island-Caribou service, once it is in the hands of the Canadian National Railways, may I point out that Prince Edward Island never got from them anything that they could withhold.

The rates on trucks at Borden complained of in 1938 were still in effect in 1950, and will I am confident be restored, plus a percentage increase, if they are not found sufficiently high to prevent their movement, whenever the opportunity offers.

We have been repeatedly requested to raise our rates, and have refused. The only safeguard Prince Edward Island has as regards rates for trucks is the existing contract that establishes the rates between Wood Islands and Caribou, 14 1/2 miles.

With the service under the C. N. R. is it not reasonable to assume that the rates in effect at Borden for a nine mile trip up to 1950, will be restored, and that the rates at Wood Islands will be 50% higher?

With a new boat of less capacity than the combined carrying capacity of the Prince Nova and the Dunning, what hope is there of development? The Hon. Mr. Clarke may get an ash tray that suits him, and the Hon. Mr. MacDonald may get the rate of $10 for an auto that he states he is willing to pay. The pressure of traffic will no doubt be eliminated because there will be no truck movement, and he may get across when he is ready to go; but our Company is not so particularly concerned about these details. They want what is in the best interests of Prince Edward Island and if permitted will see that the best available is provided.

I trust that the Hon. Dougald MacKinnon may not blame me for the information given, even though it may spoil any pending deal for getting rid of his shares in the Company.

I am, Sir, etc.,
R. E. MUTCH,
President,
Northumberland Ferries Ltd.

DAYLIGHT SAVING TIME

Sir,—I believe Mayor B. H. Yeo struck the nail on the head in his letter of March 25th, regarding Daylight Saving Time. I too would like to ask, why should the majority be ruled by the minority?

Those who desire daylight saving time can make arrangements with those whom they are associated with, whether working for an employer or otherwise, to start their daily task an hour earlier and quit an hour earlier, and let the rest of us stick to standard time. If daylight saving time were compulsory from coast to coast it would simplify matters, but when one section of the country is on daylight saving time and another on standard time, it creates a bothersome situation and causes many disappointments. The great important thing, is that we make the best use of the time a good and wise Creator has given us.

I am, Sir, etc.
W. D. JOHNSTON
Montague, P.E.I.

Notes By The Way

As usual, spring will be the time when dad will wish he had painted the screens in the fall. — Kitchener-Waterloo Record.

All this talk about the pioneers building so well overlooks the fact that they didn't provide for parking space. — Moose Jaw Times-Herald.

Whistler's father built the first locomotive to be equipped with a steam whistle, while his mother sat home in that rocking chair, and yet she is the one everybody knows. Fame is a fickle jade. — Winnipeg Tribune.

Never tell the young fellow that dozens have tried what they are trying, because they know that nine of them was as smart as they are. — Welland-Port Colborne Tribune.

A very heavy advance sale is being experienced by the Stratford Shakespearean festival committee. The Southern Ontaro town expects to receive more than 100,000 visitors this season, with parties coming from as far away as Washington, D. C. This material success is an indication that a broad market exists for artistic work of high quality. — Ottawa Citizen.

A Canadian girl has been chosen to play the female lead role at the Stratford Shakespearian festival this year. Remarkable though it may seem, this girl was discovered on the London stage This is indicative of the fact, unfortunately, that all too often a Canadian artist must go elsewhere to obtain due recognition. It is to be hoped, however, that the growth in popularity of the legitimate theatre in Canada will eventually correct this condition. And the Stratford Festival is very important for this reason.
—Brockville Recorder and Times

The Age Old Story

And we have known and believed the love that God hath to us. God is love; and he that dwelleth in love dwelleth in God, and God in him.

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