

Published every week-day morning at 136 Prince Street, Charlottetown, P. E. I., by The Thomson Company Limited.
Covers Prince Edward Island Like the News
Editor and Manager, Ian A. Burnett
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Branch offices at Summerside, Montserrat and Alberton.
By Carrier: Charlottetown, Summerside \$15.00 per annum Elsewhere in P. E. I. \$9.00. Other Provinces and U. S. A. \$12.00 per annum.

"The strongest memory is weaker than the weakest link."
FRIDAY, NOV. 12, 1954

Canada Welcomes The Queen Mother

Today Queen Elizabeth, the Queen Mother, will be flown by the Royal Canadian Air Force from Washington to Ottawa for a six-day stay. Canada's Queen Mother, for such she is, has been taken to the hearts of the American people during her present visit, even more so than when she accompanied the late King on a brief American interlude to their Canadian visit.

Canadians are proud of their Royal Family as well as devoted to them and the wonderful impression made by Her Majesty on the great city of New York and on the United States capital is a source of additional pride as well as pleasure. We now welcome her to an interlude of relative quiet in the Canadian capital and trust that she feels it to be more of a home-coming than a visit.

It is a pity, of course, that her time in Canada should be so short. But then no matter how long her stay and how extensive her travel there would remain numberless communities which would regret that they were not included in the Royal tour. As it is, all Canadians can feel that in coming to Canada's capital she is with us all.

Easier Said Than Done

According to a Reuters news dispatch there is some concern in British Government circles over the increasing number of Negro immigrants from various parts of the West Indies; upwards of twelve thousand are entering the country annually. The problem is not one of race; it is simply that many of the immigrants come in without any assurance of jobs or living conditions, which of course raises all sorts of social problems. So serious has the situation become that the Minister of State for Colonial Affairs said recently that the Government might be obliged to pass some kind of restrictive law to cope with it.

This is easier said than done; for under British law any citizen of a British dominion or colony, regardless of his race or colour, has the right to enter Britain at any time. This privilege is not only one of the cherished traditions of the British way of life; it is, without a doubt, one of the strong props supporting the Commonwealth idea and a good advertisement for British freedom for all the world to see. The time-honoured privilege never has been an unmixed blessing so far as British economic stability is concerned; and now that the housing shortage presents such a vexing difficulty for their own people, it is easy enough to understand the consternation with which government officials are viewing free and unrestrained immigration. All the same, it seems likely that conditions will have to get much worse than they are and that every possible means for alleviating them will be examined before any citizen of the Commonwealth or Empire will be forbidden to land on Britain's shores.

Egg And Poultry Trends

An expected build-up of monthly egg supplies in the United States through March or April of next year indicates continuing low prices to American poultrymen for some time to come, according to a forecast published by the U. S. Department of Agriculture. Although these are expected to rise slightly by mid-spring, there is little chance that they will come up enough to restore egg-feed price ratios to near-average levels for the past few years.

Clue to U. S. egg supplies and prices for 1955-56 lies in the number of chickens being raised for next year's flock replacement. On September 1, the number of potential layers (layers, plus pullets over three months of age) on American farms was up five per cent from one year ago. Layers at present on these farms total some 324 million birds, an increase of eight per cent over last year. In addition to the increased numbers, there has been a marked trend toward a higher production rate per bird, which is likely to continue and further affect the price structure. The result has been a steady increase in total egg production since last August, providing scant hopes for a pronounced seasonal egg price rise this year, or even that prices in early 1955 will substantially exceed the low level established last spring.

For poultry meat, next year's marketing prospects are not much brighter. In Canada, it has pursued a downward trend since last Christmas. Chief cause of this can again be laid to an increase in the overall supply. More poultry meat has been

offered than consumers are willing to take at prevailing prices. The one exception to this has been in the broiler market. Canadians are eating more broilers than they did in 1953—one reason for this is the aggressive merchandising program launched by the broiler industry this year.

An increased supply of birds has also brought increased marketing problems to the Canadian turkey grower. According to a 1954 survey, there were 3.5 million turkeys on the nation's farms at August 1, compared to 2.9 million birds on the same date one year ago, an increase of 23 per cent. Marketing prospects have been further complicated by a large increase in imports from the United States.

EDITORIAL NOTES

Sqdn. Ldr. S. R. Miller has pronounced operation Jack Frost of the Ground Observer Corps "very successful on all counts." Some 10,000 observers at 700 posts sent in 2,500 calls to filter stations at Moncton and Truro.

Charles Kemble, English actor, died this date 1854. He played the principal tragic roles, but owed his greater success to those of comedy. He also became manager of Covent Garden but is chiefly remembered as the father of Mrs. Butler who attained outstanding popularity in both theatrical and literary circles.

Former German Field Marshal Albert Kesselring, who commanded the air assault on Britain says now that the Nazis didn't lose the Battle of Britain but that it was prematurely called off. The next claim, presumably, will be that she didn't lose the war but prematurely stopped fighting.

Ontario, it seems, is not to have an atomic powered electric power plant in 1957. The St. Lawrence Seaway developments, according to Hydro chairman Robert Saunders, will provide all the power that Province needs until at least 1958. It is estimated that a plant can be constructed in three years.

Rebirth of a German general staff would be deplored by far more than the C. C. F. Unfortunately it is probably impossible for outsiders to control, conceivably being possible to organize as a sports commission or a lot of other things. The London and Paris agreements, however, do not countenance its creation.

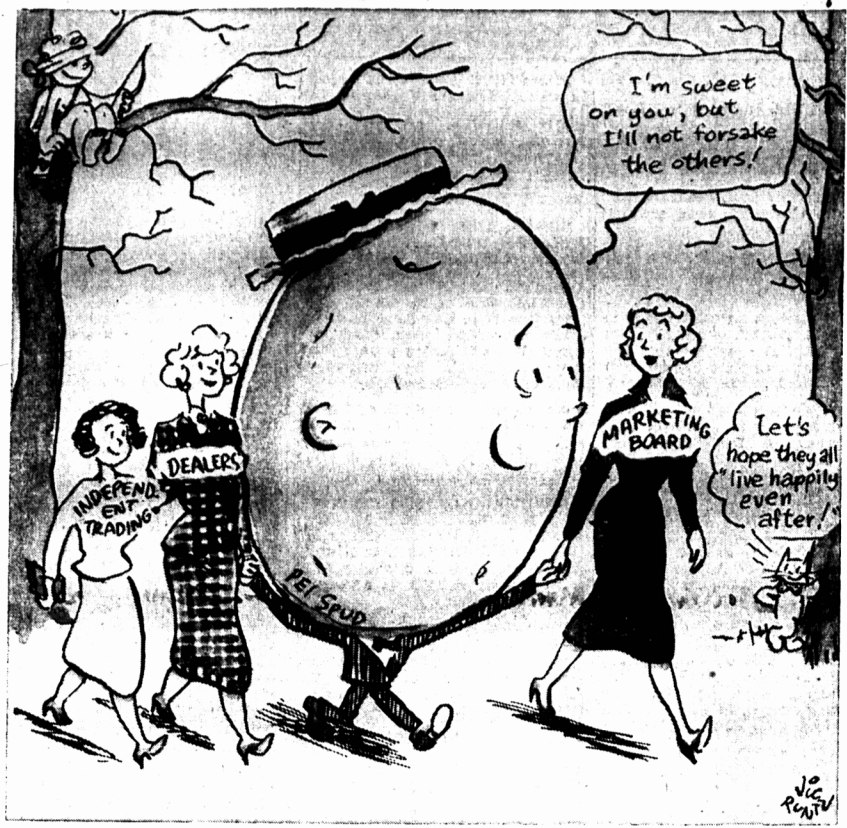
Prime Minister Churchill must know the difficulties of international relations as well as anyone and he is not a man to make light of them. There is real encouragement, therefore, in his prediction that the world may enjoy peace and plenty in a few years, "instead of roaming and peering around on the rim of hell."

It is important that Canada's foreign trade officers be familiar with the conditions and potential of this part of the world as well as others. One way to achieve that is to have as many Islanders and Maritimers as possible in the service. Information about the next examinations on January 22 is contained in an official pamphlet "A Career in Canada's Foreign Trade Service."

The United Nations continues to have at least as much difficulty with the Government of South Korea as with the Communists. President Syngman Rhee's Government has repeated its refusal to have elections in both North and South Korea supervised by U. N. observers, taking the stand that he is already President of all Korea and it is only necessary for North Korea to hold elections to add their delegates to those already in office.

The big 21 storey Canadian National Railway hotel in Montreal, now in the early stages of construction, is to be named the Queen Elizabeth. According to Mr. Donald Gordon, CNR president, by far the largest number of both French-speaking and English-speaking citizens, of the hundreds who wrote him about a name for the hotel, "wished the name to be identified in some form with the Crown."

Last year, Canadians were the fifth heaviest consumers of milk and milk products in the world, only to be outdone by Ireland, New Zealand, Sweden and Australia. Ireland's per capita use of milk for all purposes was 1382 pounds, New Zealand 1349, Sweden 1234, Australia 1056 and Canada 1033, according to Dairy Farmers of Canada. The United States was the 13th on the list with a total milk use of 682 pounds per capita, and the Netherlands, another dairy country, had a per capita consumption of only 580 pounds. In fluid milk consumption Sweden ranked first with 513 pounds and was followed by Norway with 486 pounds, New Zealand with 482 pounds, Switzerland 478, Canada 406, Denmark 369, Ireland 368, United States 350, United Kingdom 344, Australia, 306.



Going Together — All Of Them

PUBLIC FORUM

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

ROCKY POINT SERVICE

Sir,—In a recent issue of your good paper a letter appears over the signature of "Independent" which criticises some of the statements made in South of the River's Correspondence. It is quite obvious that the writer is more concerned with a defence of his or her political philosophies and the Liberal party, rather than with a sensible and independent approach to an urgent problem. My letters simply pointed out the non-fulfilment of Grit and Tory political promises in this area, and told simple truths all quite obvious to every citizen in the area involved. Why this writer who expresses rank partisanship signs "Independent" to a jitters defense of broken promises is difficult to understand.

South of the River entertains no "chagrin" over present pre-election promises. As a matter of fact all the chagrin of South of the River was expended for the last ten years, when it was found that the Bridge and Road promises disappeared after the elections were over, and our people realized they were fooled again. As long as we have blind partisans like Independent who will continue cheering whether promises are honored or not, we will continue to get just what we have been getting for years.

If I interpret the sentiments of all broad minded, intelligent people aright the only thing that will convince our citizens of sincerity is action not at some future time after an election, but through promises, and paper pictures and indifferent soundings but by definite work on the project NOW. Only the simple minded would be satisfied, after past experiences, with anything less. Independent feels that the Premier must consider people South of the River "strange," because the reasoned opinion of everyone else differs from that of the Premier and Independent. Of course I am free to admit that the Premier should know. He represented South of the River for a number of years and should be fully acquainted with the needs and aspirations of these "strange" people. Possibly Independent could tell our citizens of one single improvement that took place in that period in this area.

My correspondence has endeavored to point out the disabilities under which we have been laboring, and in doing so I have criticized the Tories, and our own attitudes toward this problem. In doing so I also expressed the opinion that some redress must be actively undertaken immediately to relieve an intolerable transportation problem, particularly in the Rocky Point area. In doing this I suggested one of two solutions. Ist. That a Bridge of built should be at Rocky Point, as a structure. New Dominion would be of very little use to the Long Creek, Canoe Cove and further West residents; and why then should travellers from Rocky Point and South Shore be asked to travel many miles around to a Bridge constructed with a stone's throw from the old Bridge? 2nd. If a Bridge at Rocky Point is not provided, and surely the area cannot expect a bridge and a boat, then a commodious boat suitable for all traffic and a properly arranged service satisfying to both town and country would seem to be desirable.

In presenting these suggestions, I wish to emphasize the fact that this problem should be approached on the basis of the all-round interests of our people. Inasmuch as these interests are vital to me, and I do not feel that I should be asked to take a trip of 20 miles via New Dominion to Charlottetown. I feel called upon to express my preference for either one or the other of the above suggestions, even if in doing so I offend the political opinion of Independent and any other aspiring politician, and so promote the welfare of those who live for only a part of the year in the Rocky Point District.

I am, Sir, etc. SOUTH OF THE RIVER.

OTTAWA REPORT

New Radar Links

By Patrick Nicholson

OTTAWA: The increasing speed and range of modern heavy bomber aircraft is forcing Ottawa and Washington to strengthen the air raid warning system of this Continent. New radar links are now in the planning stage to form a "Dew" — meaning Distant Early Warning — Line deep in the Arctic and far out on the flanking oceans.

The Dew Line will bring Canada huge man-made islands forming outposts for the defence of our coastal areas. This sensational novelty is the immediate answer to the Kremlin's disclosure that Russia now has jet A-bomb carriers capable of speeds in excess of 600 miles per hour. This new plane is very similar to the American B-52 bomber, and implies more than a hint that Russia still has a very effective intelligence system operating on this Continent. The jet bomber's sensational speed has made obsolete the existing air-raid warning systems strung across Canada.

Our first radar chain, started four years ago, is the Pinetree Project. This consists of radar searching stations, scanned by Royal Canadian Air Force operators 24-hours a day, located just north of the city. There are wide gaps across Canada's wide open spaces, and enemy bombers could slip undetected through the Pinetree Chain in these gaps where the links are missing.

The speed of bombers in the days when Pinetree was planned was so slow that many of these radar stations were located almost within sight of the bright lights of the cities they were designed to detect. This nearness means that Pinetree can only give warning of attack about ten seconds before an atomic bomb might fall on a major Canadian community. Pinetree however does play another role, in guiding interceptor planes towards their targets, and in giving United States cities adequate warning.

Last year Pinetree was augmented by the McGill Fence. This consists of automatic radar stations, not requiring big human crews, located approximately on the 55th parallel of latitude. As its name, the Mid-Canada Line, implies, this runs about 400 miles north of Pinetree. Reports suggest that its western section crosses approximately from Pin-Flon, past Watervays, to Watson Lake in the Yukon.

The McGill Fence would give many Canadian cities only minutes warning of the approach of Russia's jet bomber. So now plans are being rushed to prepare the Dew Line. Some of these stations will be automatic radar sky-searchers. Others will be staffed by crews. They will be located on ground stations deep inside the Arctic circle, on board ships at sea, carried in patrolling aircraft, and permanently stationed on man-made islands.

As our land-based radar chains grow more effective, hostile plans with the range to do so would naturally tend to fly round the edges of those chains — restoring to Canada an unpleasant version of the almost-forgotten spectacular gridiron play of the "end run." It is to thwart this that sea-borne radar stations are now being devised.

Off our east coast, especially Newfoundland and Labrador, tests are now being made to determine practical sites for huge floating concrete platforms. These are to be adopted from the "Texas Towers" used by off-shore oil drillers in the Gulf of Mexico. Each island will cost about \$25,000,000 fully equipped. Each will have a crew of about 30 men, and in addition to radar equipment each will include living quarters, a sick bay, recreational facilities, and a landing field for the helicopters which will carry supplies and alternating crews to the island; some of this novel fleet will be positioned as much as 150 miles out to sea. Off our west coast, the ocean floor is too deep to permit the erection of those concrete islands, and radar protection will be car-

NOTES BY THE WAY

The only thing wrong with the pioneers was that they located the cities so confoundingly far from the airports. —Hamilton Spectator.

Far too many people are refusing to acknowledge the first rule of economics—the lower the price, the bigger the markets, the greater the sale, the more the employment. —Midland Free Press-Herald.

New and strange inventions we know will be envolved constantly. New approaches to defence. New theories of international relations. The great hope is that the nations will become so excited about possibilities that they'll scrap ideas about warfare for ideas about human betterment. After all, science should some day be able to show its power and declare for everlasting peace. A world strike of scientists against welfare is one that might be popular. —Vancouver Sun.

The twins are busy planning their birthday parties. Both Saskatchewan and Alberta will be fifty years old next year. Each will have its own show, and there is a good deal of friendly rivalry between them. Alberta will build two million-dollar auditoriums. It will have a new book of Alberta literature. And there will be a few other events. Saskatchewan is publishing a specially written history. It will have scores of little celebrations through out the province and probably a few big ones. But the chief effort seems to be directed at bringing all ex-Saskatchewan people back to the province for a visit during the jubilee year. Alberta has more to brag about, it seems to us, having accomplished more in those fifty years. —Calgary Albertan.

The Poet's Corner

THE SPIRIT'S FIRE

We must pass like smoke or live within the spirit's fire; For we can no more than smoke unto flame return. If our thought has changed to dream, our will into desire, As smoke we vanish though the fire may burn. Lights of infinite pity star the grey dusk of our days; Surely here is soul: with it we have eternal breath: In the fire of love we live, or pass by many ways, By unnumbered ways of dream to death. —G. W. Russell

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Broken Pekoe Tea, lb. 89c
Fancy Cookies, lb. 35c
Chocolate-Mallow Cookies, lb. 39c
Peanut Butter, any brand, lb. 43c
Giant Size Tide & Rinso, pkg. 69c
Icing Sugar, 3 pkgs. 35c
Clark's Soups, 6 tins 69c
Domestic Shortening, 2 lbs. 57c
Lard, 2 lbs. 55c
Perfection Milk, 6 tins 87c
Posts Bran Flakes, pkg. 27c
Bright's Peaches, 2 tins 45c

Robin Hood VITAMIN ENRICHED FLOUR
ALL-PURPOSE FLOUR
24 lb. Bag \$1.59
2 pkgs. 55c

FRUIT and VEG. DEPT.

- McIntosh Apples, 4 doz. 99c
Oranges, for juice, 2 doz. 69c
Grapes, 2 lbs. 29c
Carrots, 4 lbs. 25c
Cranberries, 2 lbs. 35c
Large Juicy Grapefruit, 3 for 25c

MEAT and FISH DEPT.

- Pork Hocks, lb. 19c
Corned Spare Ribs, 4 lbs. 69c
Beef Liver, lb. 37c
Sliced Bacon, lb. 55c
Salt Herring, Salt Cod, Corned Mackerel, Kipperd Herring, Fresh Haddock Fillets, Smoked Fillets, Fresh Salmon, Halibut.

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