The Guardian

Covers Prince Edward Island Like the Dew

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

Critical Situation

The gravity of the financial situation facing this Province is evident from the emergency measures now reportedly being taken by the Provincial Government. The Guardian has not been able to obtain official confirmation of all the facts, but the issue is so important that it feels justified in giving the public information it has gathered unofficially. The Legislature is to adjourn today without attempting to vote the Estimates discussed in the budget debate, for the good and sufficient reason that the figures have been invalidated by the Federal demand for $1,400,000 back payment under the tax rental agreements, due to a Federal error in the census calculations.

We understand that the Premier and two members of his cabinet will leave for Ottawa immediately to make strong presentation of our difficulties before the Prime Minister and Minister of Finance. If this is the case, they can be assured that they will have the fullest support of all our citizens. This is the appropriate time to demand a reassessment of our fiscal needs under the existing tax arrangements, as well as reconsideration of Ottawa's exorbitant reimbursement claims under the old agreements. It would, perhaps, have been better had the Premier taken the House into his full confidence as soon as the extent of the latter demand became known. It is not a partisan political question and he would have a right to expect every co-operation from the Opposition and public generally.

As we stated yesterday, the whole debate on the budget was farcical in view of the circumstances; but we commend the Government for halting the procedure at this stage and deciding to take their case to Ottawa. We trust that they will lay the issue right on the line, regardless of other consequences. Hon. Mr. Winters, who represents us along with his own Province in the cabinet at Ottawa, as well as our own federal representatives, will doubtless be called upon to give assistance. They too should pull no punches in making the Federal Government see the error of its ways.

Cries Of Outrage

The United States' Senatorial investigation into labour and industrial racketeering already has made some very shocking disclosures. Whatever may be the outcome as far as Dave Beck is concerned, there is no question at all that the International Teamsters' Union which he heads has been damaged severely by his irresponsible (to use the most charitable word at hand) leadership.

Yet, some fine things, too, have come out of this inquiry. Top labour leaders, Thomas Meaney and Walter Reuther, President and Vice President respectively of the CIO - AFL, have lost no time in suspending Beck from office on the directorate of the larger body, and they are giving authorities every aid at their disposal in their efforts to penetrate to the roots of corruption. This is of the utmost importance, for it shows a high sense of duty not only to labour in particular but to society in general. No less praiseworthy is the way in which the rank and file of the Teamsters' Union are rising all across the country in defence of their honour and credit against predatory officials. Local units everywhere are demanding Beck's resignation and pledging full support to the investigation.

All this is heartening. The whole labour movement not only in the United States but in Canada, too—for what affects one segment cannot fail to affect the other—is going through a difficult period. It has been hurt badly. But, since its strength comes from the workers themselves and the sense of responsibility which, on the whole, pervades its leadership in most industrial fields, it will recover from its wounds. And it will go forward to better things, provided a stronger check is kept on the few marauders who look upon the unions as vehicles for their own aggrandizement. The cries of outrage which are being heard in labour councils would seem to indicate that this will be done, to the benefit of all.

Mayflower 2nd

Great preparations are going forward to make the good ship Mayflower 2nd ready for sea by April 10th. Despite labour troubles, the men of Devon with the co-operation of business men with a touch of romance in their veins, have fitted the sails to the three-masted barque, put in supplies for a five-weeks voyage—and a few extra ones for possible delays—and made her look very much like her famous predecessor which brought the Pilgrims to North America in 1620. It is hoped that she will arrive in Plymouth, Mass., no later than May 25. She will then be turned over to the Plymouth Plantation, Inc., an organization that is reconstructing a Plymouth colony on that historic spot.

The Mayflower is a vessel of 180 tons, 98 feet long and 26 feet wide in the beam. She is under the command of Capt. Alan J. Villiers, an Australian, and carries a crew of 21. In addition to the crew, a dozen or so business men who contributed funds for the project will go along as passengers; and they will take them samples of their manufactured products, thus mixing a little business with a lot of pleasure.

The Captain's plan, it is reported, is to sail south of Plymouth, England, pick up the trade winds and let the Mayflower run merrily along to her destination. To be sure, there are a few doubters who say that she will never reach port under sail but will have to be towed in like a common derelict. Capt. Villiers doesn't condescend to take notice of this kind of criticism. His only regret is that, although he is to be allowed to use the same kind of navigation instruments as those used by 17th century mariners, the British Admiralty is compelling him to take along a radio and a few other modern instruments. Perhaps it is just as well. It is questionable, whatever Capt. Villiers may say, whether present day navigators, who have been trained to read delicate instruments instead of the stars, can do as well as the 17th century variety in feeling their way along the intricacies of wind and tide.

EDITORIAL NOTES

Everybody knows that there's plenty of perfume in France. But when Queen Elizabeth goes over on her state visit she will be given a flagon-full of a kind which no one can buy. Both the flagon and its contents were made especially for the occasion.

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The Spring may be cold and bleak; but, if one looks carefully on the bright side of the house where the sun shines the longest one can see the little daffodils already forcing their way upwards. It's amazing, hard to understand, but very, very promising.

• • •

Fredericton will make history on April 22 by being the first city in the Maritimes to promote a "Maritime Products Week," during which local merchants will organize daily displays of Maritime products of all kinds. The move is sponsored by the Fredericton Board of Trade, and the Fredericton Merchants Association in co-operation with the industrial committee of the City Council. It seems like a good idea.

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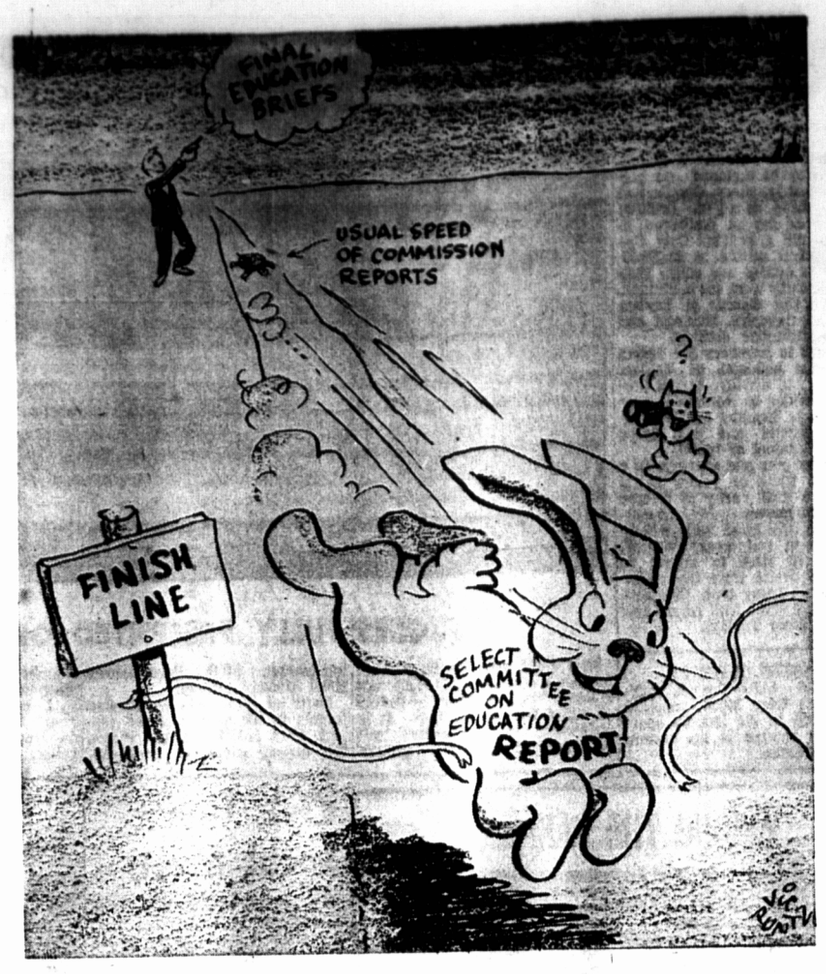
No doubt it would be a fine thing if every school in the Province were in charge of a first class teacher. In general—there may be an exception here and there—a well trained teacher can do better work than one who lacks proper training. At the same time, it is only fair that teachers who work under temporary licenses should be treated with respect and encouraged in every way possible to make good use of whatever talents they possess. In many cases they are responding to a real need at some inconvenience to themselves and their families; and somehow we cannot subscribe to the view that a school is better closed than kept open by a permit-holding teacher. That may be true in a few isolated instances, but it is doubtful if it is true generally



EVEN BEFORE THE SMOKE CLEARED

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.

TRIBUTE TO LATE DR. P.A. CREELMAN

Sir,— I am sure it was a great shock to every citizen of this Province to hear of the sudden death of Dr. P.A. Creelman.

Since 1928 when he was appointed full time Chief Health Officer and travelling Tubercular Diagnostician, he had more direct contact with families in this Province than any other Doctor.

It was owing to the philanthrophy and generosity of the Life Insurance Officers Association of Canada that Prince Edward Island was able to set up a Public Health Department. This association gave $15,000 a year for 5 years, and the provincial government had to match it, so there was $30,000 a year to run it. In 1931 I established the Department of Health on a working basis as I was the first Minister of Public Health.

The late Dr. Keeping was my Deputy, so Dr. Creelman, Dr. Keeping and I worked together for 4 years, and afterwards in the Anti-Tuberculosis Society for many years. The detection and control of Tuberculosis was Dr. Creelman's life work and he leaves to us in Canada a record that cannot be surpassed.

The management and treatment of T.B. is exhaustive and strenuous work, but Dr. Creelman had a great colleague and assistant in Dr. E.F. Found. The record speaks for itself. In 1930 when Dr. Creelman began his work, our death rate from T.B. in P.E.I. was 118 per 100,000 deaths - the highest in Canada, thanks to a sufficiency of Sanatorium beds, it is about 5.

Dr. Creelman had a good Sanatorium Commission to second and support his good work, but to him more than anyone else must go the credit for such a wonderful reduction in the death rate of this dread disease.

I have always been proud to call this great Doctor "my friend".

I am, Sir, etc.,
W.J.P. MACMILLIAN

MUSEUM POSSIBILITIES

Sir, — Mr. Clement's letter re the Montague museum published on the first instant calls for a clarification of the position of the Historical Society.

One of a number of objects for which the P.E.I. Historical Society (incorporated in 1882) was revived four years ago was the establishment of a Provincial Museum. To that end in the summer of 1953 and again in 1955 the Society arranged an exhibition open to the public of valuable relics and curios.

Prior to the latter one a delegation from the Society waited on the Provincial Cabinet to request a grant and to impress upon it the need for the establishment of a public museum. The Cabinet could not see its way to make a grant but with some material assistance from the Charlottetown Centennial Committee we rented the gymnasium in the Y.M.C.A. for the 1955 season and held our exhibition with over five hundred articles. These we had mostly on loan to demonstrate that the Province had many historical pieces worthy of being placed in a permanent museum. So far as I am aware neither exhibition included any contributions from Montague. Only the expense involved prevented a similar exhibition last year and plans have not yet been finalized for the 1957 season.

Our Society from the first has openly and publicly sought to promote the establishment of a Provincial Museum. Last December with a greatly enlarged membership our Society, feeling more representative of the Island as a whole, again waited on the members of the Government to urge that with much public building space now available they provide the necessary custodial facilities for such a project. The suggestion re the Province Building may be a step towards the solution of this problem.

About this time it was reported that Montague was planning independently a museum of old agricultural implements. This seemed a splendid idea. However when the first intimation our Society had of the present Montague project was a notice in the Royal Gazette last January of an application by the "Prince Edward Island Museum of Charlottetown," an organization quite unknown here, for incorporation as the "Prince Edward Island Museum" we did take exception to the application. The notice was signed by Mr. G. Arnold Wightman of Montague.

In any case we applaud the enterprise of our Montague friends and congratulate them on having obtained the old Post Office building for their purpose. We suggest, with the utmost good-will, that if they propose to set up the Garden of the Gulf Museum as a permanent establishment they first gain some experience as to what is entailed financially and otherwise in the maintenance of a museum.

If the intention of the Montague Committee is to operate only until the establishment of a Provincial Museum at Charlottetown the experience gained, we hope, will encourage them to continue thereafter as a Kings County Museum. Whether intended as a temporary or a permanent project may we urge the Montague Committee to catalogue carefullly their articles for facility in ultimate disposition or classification.

I regret that our Society cannot accede to Mr. Clement's request for some of our articles for their museum. By far the greater number of these were returned to the donors to await the establishment of a permanent museum. The few remaining in our care are stored in cases and locked away. These were entrusted to us to await display in temporary or permanent placement in Charlottetown.

I am, Sir, etc.,
H.L. PALMER
President P.E.I. Historical Society

Sailors' Uniforms

The (BBC) Listener

Regulation uniform for seaman of the Royal Navy was introduced 100 years ago and for the first time sailors began wearing the short, blue jackets with brass buttons from which the term "blue jacket" is derived. The Admiralty archivist, Peter Kemp, spoke in "The Eye-witness" about the seamen's uniforms before and after the blue jackets came into use.

"Although it is only a hundred years since regulations were laid down for the dress of seamen" he said, "there has been a sort of uniform for them from the earliest days. It came from a slop chest the stock of clothes carried on board by the purser and sold to the men as their needs arose. Once the original clothes in which a man joined were worn out, he had perforce to dress like his fellows in the rig that the pursers, or "pussers" as the sailors called them, sold him.

"In the early eighteen century the well-dressed seamen wore — per his slop chest—a grey kersey jacket, that is of a cloth made in the Suffolk village of Kersey, lined with red cotton, a waistcoat of Welsh red, either red kersey breeches, or striped shag breeches, a blue-and-white checked shirt, and grey woollen stockings. Fifty years later he was wearing a green and-blue baize "frock and trousers' known as petticoat-trousers and not unlike a Scotch kilt with knee-length breeches beneath it.

By the time of Trafalgar in 1805 he was dressed in a red or blue striped cotton shirt, waistcoat and trousers with jacket of blue baize o yellow nankeen—a cotton cloth made in China—and a canvas petticoat to the knees for boat work or when working up on the yards. He had a large black silk handkerchief across his forehead when working the guns to prevent the sweat running down into his eyes, and one round his neck to prevent the tar with which his pigtail was dressed from staining his jacket.

AFTER TRAFALGAR

'After Trafalgar, uniform became a little bizarre according to the whim of individual captain. The ship's company of H.M.S. Blazer, for instance, were blue-and-white stiped guernseys and short jackets with brass buttons. Incidentally, that is the original of the sports coat known as the blazer of today. In 1853, Commander Wilmot of H.M.S. Harlequin dressed his boat's crew as Harlequins, and a year later, not to be outdone, Captain Houston of the Trincomalee dressed his whole ship's company in red shirts and fancy caps.

"All this came to an end in 1857, the year when the official uniform was designed and brought into force. It was silar to the seaman's uniform of today, except that the blue jacket of 1857 has become the blue jumper of 1957, and the tarpaulin hat has changed into the peak cap.

"There are various stories about the modern seamans' uniform. One is that the three rows of tape around his collar represent Nelson's three great victories of the Nile, Copenhagen and Trafalgar. In fact the seaman's collar had originally only two rows, but the committee responsible for its design added a third as it gave a better balance to the collar. Another story is that the black silk worn by sailors is a sign of mourning for Nelson's death. It is merely the continuance of the black silk handkerchief which sailors wore to protect their clothing from the tar on their pigtails and to keep the sweat out of their eyes. I wish they were true stories, for I should like to think of our greatest sailor being commemorated in this permanent fashion'.

A Theologian Warns

Montreal Gazette

It may seem an astonishing thing when an eminent theologian takes a president to task for mingling too much morality with his conduct of foreign policy. Yet this has happened. Dr. Reinhold Neibuhr, one of the outstanding theologians of today, in an article in The New Leader, attacks what he calls "Eisenhower's Theory of Power and Morals."

Needless to say, Dr. Niebuhr is not against morality as such. What he is against is "moral sentimentality" — the dangerous confusion of moral ideas with manipulations of interest. This confusion, he believes, is conspicuous in the attitude taken by President Eisenhower in regard to Israel.

The demand made by the United States that Israel withdraw from the Gaza Strip was based entirely on moral grounds. Israel, it was said, must not be allowed to profit by the use of force, or by her resort to aggression. If Israel were allowed to remain in the Gaza Strip, the United Nations itself would receive a desperate blow in prestige, by having failed to compel an aggressor to withdraw.

If the situation could be reduced to simple moral principles, President Eisenhower would have taken powerful ground. The trouble, Dr. Niebuhr believes, is that moral sentimentality simplified an issue that does not allow such simplication.

COMPLEX TROUBLES

In the first place, the struggles in the Middle East are so complex that it is now almost impossible to distinguish between aggressor and victim. The Gaza Strip has been used for years by the Egyptians to harass and torment Israel itself. It is an expression of the avowed Egyptian policy or ambition to overthrow the State of Israel.

To carry out this policy, every means has been employed, not only the use of the Gaza Strip for the launching of raids, but the prohibition of Israeli shipping in the Suez Canal and the importation of large quantities of arms and many technicians from the Communist world.

Action must now be taken to secure Israel absolutely from further raids, from obstruction to her lawful shipping, and from all danger to her existence. Unless this is absolutely guaranteed, then the Eisenhower policy becomes "the suggestion that Israel must risk extinction for the sake of vindicating a principle."

It is also dangerous, Dr. Neibuhr believes, to identify the moral law with the United Nations. The United Nations may be a very useful instrument of diplomacy. The world would lose much if it perished. But the Soviet Union, which disavows all morality in theory and practice, has a veto over the United Nations.

DEPLORABLE LAND

And if it is true that the moral law and the United Nations are equivalent, then, says this eminent theologian, "we have sunk to the deplorable level" of depending for our "moral law" upon V. K. Krishna Menon, who artfully contructs these Arab-Asian majorities which express and interpret the moral law.

Mr. Menon "is able to perform this significant task while taking time off from the even more arduous task to circumventing the law in the case of Kashmir."

What does all this amount to? Sheer cynicism? Not at all. Sheer cynicism is hardly to be expected in an eminent theologian.

What Dr. Reinhold Neibuhr is questioning is not morality, but moral sentimentality; not a hazy attempt to apply them in situations too complex for simple definitions, or to identify the moral law with an international organization that is scarecely fitted to guarantee even more elementary rights.

As Dr. Niebuhr himself puts it: "These observations do not imply a Machiavellian cynicism. Nor are they intended to depreciate a genuine concern for the moral element in foreign policy — only to call attention to the moral sentimentality which is dangerous in any seat of power."

MAXIMS

Liberty is like breathing — something we aren't aware of and can't appreciate because we've always had it.

Medically Speaking

By Herman N. Bundesen, M.D.

HOW TO USE NOSE DROPS

USING nose drops is not quite the simple procedure most people probably think it is.

Unless you take them in the right way you might lose all or most of the benefit they should give you. And using the wrong type of drops in the wrong way might actually be harmful.

TWO TYPES

Pharmaceutical firms make mucus flow at a faster rate than nose droops with either an oily or watery base. While it's up to uour doctor to prescribe what kind of drops are best for you and when you should use them, I think most physicians generally agree that those with a watery base are best.

This dosen't mean that any nasal medication dissolved in plain water is right for you. Such water usually is irritating to the mucus membrances and migh make the mucus flow at a faster rate than that which ordinarily accompanies a cold.

SALT AND WATER

One of the best bases probably is one containing a salt and water combination similiar to that of the body's fluids.

Now about the method of using the drops.

It does little good to take them when in a sitting position. The medication simply runs along the bottom of your nose and drops into your throat missing the nasal membranes.

One of the best methods that doctors use is either of the following:

With a pillow suppotting your shoulder, lie on one side, with your head hanging lower than your body. Drop the medication into the lower nostril. Remain in this position for a moment or two and then turn over and repeat the process with the other nostril.

Although this is a very good way of doing it, a somewhat easier method is simply to lie on your back with your head draped over the edge of the bed, couch or chair. Then drop the medicine into both nostrils and hold the position for about two minutes.

And that should do it.

QUESTION AND ANSWER

Mrs. T. S. : My husband has spurs on his heels. Is surgery necessary?

Answer: Treatment for spurs often involves surgery. However, a careful study by an orthopedic specialist would be advisable.

The Age Old Story

And ye shall be witnesses unto me both in Jerusalem and in all Judea and in Samaria, and unto the uttermost part of the earth.

The Poet's Corner

BIRTH IN SPRING

The tree beside my window now
Is chill, drips rain from every bough
But soon each branch, caught up in Spring
Will sing with life and blossoming.
Magnolia leaves that clatter, wheeze,
Will whisper, laugh in tickling breeze.
Long strands of moss a robin brings
To thread her nest. This grey veil swings
Now back, then forth, and back again;
In timing like the pulsing pain
Of birth. The robin feels the thrill
And brings forth life. The veil rests, still.

—Bertha H. Dougherty, in the Washington Star.

NOTES BY THE WAY

Doctors advise that you must eat your meals in a cheerful atmosphere or you may suffer from indigestion. But some folk find it hard to forget the cost of what they are eating.—St. Catherines Standard

A chemist predict cows will soon be fed irridated sawdust. If so, in drinking milk then wouldn't a person run the risk of breaking out with shingles?—Kitchener-Waterloo Record

A charwoman was telling a friend of her prowess in polishing floors. "When I started here the floors were in bad shape, but since I've been doing them," she said with quiet pride, "three ladies have fallen down."—AMA Journal

A longer-burning electric lamp is announced, but has little appeal to the man who has found, over the years, that changing light bulbs is the only job around the house he can do really well.—Hamilton Spectator

Another of the endless curiosities of human nature is the fact, attested by a recent survey, that hotel guests in rooms with colored telephones make sixteen per cent more calls than those whose telephones are black. — Edmonton Journal

In his book "Have Faith in Massachusetts," Calvin Coolidge told a story that we like. He had been governor of Massachusetts for about a year when he went back to his small home town in Northampton. Walking up the street he did not see many people, but finally an old neighbor hailed him: "Hello Cal, Hain't seen ye fer quite a spell; been away." — Lansdale, Pa., News

OUR YESTERDAYS

From the Guardian Files

TWENTY-FIVE YEARS AGO
(April 5, 1932)

According to announcement by the C.N.R. the continued falling off in passenger traffic resulting in part from general trade conditions, but due also to the much greater use of highways, makes it necessary to reduce passenger train service on Prince Edward Island effective May 1st next.

That indications point to Maritime hotels being favored with increase patronage from Upper Canada, was the general opinion of members of the executive of the Maritmie Provinces Hotel Association, who held a meeting in the Lord Nelson Hotel on Saturday.

TEN YEARS AGO
(April 5 ,1947)

Reporting for the publicity and Tourist committee of the Summerside Board of Trade, Mr. Alan Holman said that the committee had been working on a proposal regarding the setting up of a tourist bureau, and was preparing a set of recommendations to be put before the Town Council for consideration.

Fire yesterday morning destroyed the home of Mr. and Mrs. Daniel Burke, Ebbsfleet, near Miminegash. The family was having breakfast when one of them discovered that the upstairs was ablaze. Neighbors rushed to offer assistance and helped save some of the furniture. The rest was destroyed with the house.

New drug, citrated calcium carbimide, will make the effect of liquor unpleasant. Before, we trust. It already is after.—Windsor Star

The difference between dating and wrestling is that some holds are barred in wrestling.—Guelph Mercury

True, the life that the driver saves may be his own, but he may wish he had not if he has killed three or four other people in the process.—Orrando.. Sun

Great Britain is experimenting with oil tankers made of nylon. "Come to the bridge immediately, captain, we've just sprung a run." —Hamilton Spectator

Used to be in th old days that the man "wore the pants." But since the emancipation of women he's lucky to have a pair. She puts 'em on to go curling.—Ottawa Citizen

Living on credit gives the great advantage that goods can be bought today and paid for tomorrow; it also makes possible much more luxurious purchases that if cash is demanded on the nail. But thrift in the long run is much cheaper.—Peterborough Examiner

We live in a country which has small respect for good prose—which reflects its lack of concern for clear thinking. Two or three of Canada's ablest writers are employed in the Civil Service. But, alas, several score of its most irresponsible abusers of the King's English draw their pay there, as well.—Peterborough Examiner

It may soon be possible to drive a car in a heavy fog guided by tone signals emitted from the car radio. And the same electronic devices could also be used in warning motorists of road conditions ahead. Wonder if it would also warn of the approach of a drunken or a sleeping driver.? St. Catherines Standard

WALTER G. DINSDALE, M.P.

who will join Heath Macquarrie and J.A. MacDonald in a discussion of political issues on CFCY-TV tonight Friday, April 5, at 6:50 p.m.

SPECIAL NOTICE

RURAL BEAUTIFICATION SOCIETY
12th ANNUAL CONTEST
$2700 IN CASH PRIZES
ENTRIES CLOSE MAY 11, 1957

For full information and free prize list write
Rural Beautification Society
58 Green St., Charlottetown

MARVEN'S SODAS
PURITY AND QUALITY

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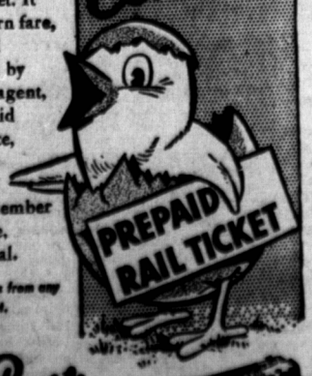
Make this a really Happy Easter! Bring home those you love with the thoughtful gift of a Prepaid Rail Ticket. It can be a single or return fare, first class or coach. All details will be handled by your Canadian Pacific agent, who will send a Prepaid Rail Ticket to any place, at no extra cost. Meals can be paid for in advance, too! And remember—travel by train is safe, dependable, economical.

Full information and reservations from any Canadian Pacific Agent.



Canadian Pacific