

THE GUARDIAN

Authorized as Second Class Mail Post Office Department, Ottawa. The Island Guardian Publishing Co. President and Associate Editor, Ian A. Burnett. Associate Editor, Frank Walker. CIRCULATION "Covers Prince Edward Island like the dew" "The Strongest Memory is Weaker than the Weakest Ink". CHARLOTTETOWN, TUESDAY, MAY 20, 1952

Bench And Bar

There has been a movement in Canada to increase the remuneration of bench and bar, and a similar one is being discussed in England. The Times, London, puts the position this way: "The Attorney-General on Monday made what on its merits seems an unanswerable case for a new scale of remuneration for the Bar and Bench. When it is recognised what the course of prices has been, the fact that the stipend of High Court Judges is what it was a hundred years ago (£5,000) is a plain scandal. Compare the new rates just acceded to the doctors. It is no answer to say that it represents ease and dignity, which a man can support out of his large earnings at the Bar, for, as Sir Lionel Heald observed, even successful silks find it hard to save on any considerable scale under present conditions. On the other side the demand for cheaper litigation grows, and from the point of view of the litigant with much justification. There is no ready solution to the problem, but any profession in which the reasonable rewards are not such as to attract first-class men will inevitably suffer. The Attorney-General is in a better position than most people to initiate reform, but he confesses that as yet he sees no way through the wood. Perhaps someone else may."

Western Oil Development

The tremendous progress being made in developing oil resources in Western Canada is highlighted in the current issue of the Imperial Oil Review, which estimates that 2,000 new oil wells will be drilled there by the industry as a whole this year. Some 250 drilling rigs will be at work, and in addition 195 exploration crews will be in the field. The exploration effort will be ten times as great as five years ago, following the discovery of oil at Leduc, which gave the great impetus to oil exploration.

The industry will spend altogether some \$250 millions on exploration and development work in 1952. Imperial itself is spending \$120 million on a current programme which in a 16-month period to the end of 1952 is being applied to a major expansion of all the Company's operations. At the end of February this year Imperial itself had 25 geophysical crews exploring areas of the west. There were 11 operating in northern Alberta, 10 elsewhere in that province, three in Saskatchewan and one in Manitoba. The industry as a whole had 131 crews in Alberta, 16 in Saskatchewan, three in Manitoba and five in B. C.

The oil industry as a whole reported one oil or gas discovery in every three days of January and February this year. Of the 21 discovery wells, 11 found oil and 10 struck natural gas. Canada's oil reserves, now known to be close to 1 billion barrels, are 30 times what were known before Leduc was discovered, but exploration must be continued on a large scale to find further reserves if this country is to be made self-sufficient in petroleum.

Encouraging Artisans

A perfect reproduction of the 600 year old Lorne brooch, one of the most famous heirlooms in Scotland, is a feature of an exhibition of Scottish crafts presently being held in Edinburgh. The replica, the work of Mr. R. Drysdale of Aberdeen, who has spent many years of work making it, is on loan to the Scottish Country Industries Development Trust which is holding the exhibition.

The original Lorne brooch, which is still in existence, was, according to legend, torn from the plaid of Robert the Bruce, 14th century King of Scotland, by the then Chief of the Clan Macdougall when they met in single combat.

The loan of the replica is an indication of the growing awareness and appreciation of the work the Trust is doing for craftsmen of all kinds throughout Scotland, and this year more craftsmen than ever before have been aided by the Trust.

The craftsmen benefit either from loans which will enable them to purchase extra equipment, or they may be given training to develop their skill or by guidance on design. All are actively engaged in their craft in ordinary daily life, such as blacksmiths, carpenters and joiners.

The exhibition displays examples of pottery work, wrought iron work and

woodwork of all kinds, including individual pieces of furniture. Visitors can buy the articles on show or have others made to their own design. But replica of the Lorne brooch will not be for sale: Mr. Drysdale is to bequeath it to the Scottish people.

EDITORIAL NOTES

Sunday saw a greater church parade of city youths than for some considerable time.

The infant mortality rate for England and Wales last year fell to 29.6 per 1,000 live births—less than half the 1941 figure (60 per 1,000 live births).

A recent census of agricultural machinery shows that Scotland has more farm tractors to the acre than any country in the world.

There are always prophets of gloom but even they should be cheered by the general forecast of the Bureau of Statistics that the outlook in general is the best in many years.

The Charlottetown Board of Trade gets through a tremendous amount of business at its meetings, and is ever vigilant in the interests of community progress and well-being. The enthusiasm of the officials largely accounts for this.

The microfilming of Island newspaper files by the Canadian Library Association is a distinct step in the right direction, and will be appreciated by all historically-inclined. Besides it will considerably reduce the space necessary to accommodate the steadily increasing number of files.

The prospect of a large consolidated dairy plant in Prince County is likely to be realized as the outcome of the delegation, headed by Mr. Leo MacIsaac, which visited Quebec last week. Such an amalgamation should result in reduced cost and increased efficiency in production of the finished articles in dairying.

An investigation by the executive of the Women's Institutes revealed that the custom of holding banquets in connection with the collection of charitable funds "frequently brought in three times the amount of funds otherwise collected." A testimonial to the value of the social element in charitable organization.

Members of the First Presbyterian Church in Verdun, Quebec, recently listened to tape-recordings of a sermon delivered by the Rev. A. S. Renton in St. John's Church of Scotland, Dunoon, Scotland. After hearing the sermon they unanimously resolved to invite him to succeed their late minister, the Rev. D. N. Correal.

All who can do so should endeavor to see the safety films which are being shown at the Clover Club tonight in the interests of national highway safety. The films, passed by the Ontario Safety League, are being shown under the sponsorship of the Junior Chamber of Commerce and there is no admission charge.

Five Scots boys will be included among the 50 members of Britain's Air Training Corps and Combined Cadet Force who are being given trips of two weeks' duration to North America under an exchange scheme. The boys from Scotland leave for the United States on July 27, and Canada on July 31.

Gilbert Keith Chesterton, English journalist and author, was born this date 1874. Beginning his journalistic career as an art critic, he published literary reviews and articles in numerous periodicals. In 1904 he began the series of fantastic romances and "Father Brown" detective stories. In politics he led a movement of revolt against capitalism in the opposite direction to socialism.

A distinct honour was conferred on Mr. J. G. Dennis at the meeting of the Credit Union National Supply Co-operative at Madison, Wis., on Saturday in being chosen a director. It is an international organization, and there were delegates present not only from Canada and the United States, but from Hawaii, Jamaica, Puerto Rico, and the Dominican Republic as well.

The new U. S. superliner, United States, is 100 per cent fireproof—there is no wood in her at all. Also, says Fillmore Hyde in the current Reader's Digest, she can be converted quickly from a swank 2,000-passenger peacetime ship to a troopship capable of carrying an army division. Kitchen, plumbing and ventilation facilities are built to accommodate 14,000 men. She is fast enough to outrun any submarine, could go from San Francisco to Asia and back without refueling, and can get through the Panama Canal.

The Hard Way To Learn



PUBLIC FORUM

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

THE LORD OF THE BIGGER BARN

Sir, — Jesus had more to say about the relation of men and women to the things of this world than he had about the divine love. All about him he saw people giving their hearts to material things instead of to God by whom and for whom they were made; and his love for these people stirred him to use parable after parable to teach them that God is the one to trust rather than material things. Here is one of his many parables on this line. A certain rich man's land brought forth plentifully and he said to himself: "My barns are too small. I will pull them down and build greater, and there will I store all my fruits." This fellow was a worker and a good farmer because a farm doesn't bear a good crop by magic. There must be hard work and wise management. This farm was an exhibition for the whole country-side. Men came for miles to see this farm and ask questions. A good farmer is one of the most important men in the country, a man never to be forgotten, the backbone of the nation's welfare.

But this farmer, by his own confession, made a most serious mistake. He put his trust in the permanence of material things, and with plenty they can satisfy a man's soul. Hear him talking to himself: "My soul thou hast much goods laid up for many years. Take thine ease, eat, drink, and be merry." He was not a young man. For years his thinking had been on a low plane so that his finer faculties of judgment and discrimination had become blinded. He does not realize that around his life are playing forces over which he has no control. His heart had been giving him a little trouble, especially after a party, but he suspected no danger. He had always been so robust and healthy. He was too busy to consult a doctor who might advise his slowing down or even to lay off for a while and that he could not think of doing. But one night he awoke with a feeling of oppression as though he was going to smother and then through the darkness came a voice "This night thy soul is required of thee," and he goes out into eternity to meet God, a pauper.

It is any wonder that Jesus calls this man a fool? He could not have followed a more insane course of life. Jesus was tremendously concerned about this class of people. "Of all the sad things of tongue or pen, The saddest are these it might have been." This farmer might have been one of the most valued citizens in the country. For about fourteen years I knocked around among

Old Charlottetown

(And P. E. I.)

DECIMAL CURRENCY

"We understand that an impression has got abroad in the country that the holders of notes of the several banks in Charlottetown will sustain a loss on said notes whenever the Decimal Currency Act shall be put into operation, and that several parties have already been at the counters of the banks demanding specie for their circulation. We feel it our duty to undeceive those persons who may entertain such unfounded views, inasmuch as there is not the slightest ground for any such impression, because every note in circulation will be redeemed at the banks at their full value as heretofore. The change of currency will be made solely for the convenience of merchants and parties having business in the adjacent colonies, where the new system is universally prevalent." —The Islander, Dec. 22, 1871.

The Poet's Corner

FROM THE SPRING

Now that the Winter's gone, the earth hath lost Her snow-white robes; and now no more the frost Candles the grass, or casts an icy cream Upon the silver lake or crystal stream: But the warm sun thaws the benumbed earth, And makes it tender; gives a sacred birth To the dead swallow; wakes in hollow tree The drowsy cuckoo and the bumble-bee. Now do a choir of chirping minstrels bring In triumph to the world the youthful Spring: The valleys, hills, and woods in rich array Welcome the coming of the long'd-for May. Now all things smile: only my love doth mourn. Nor hath the smiling noonday sun the power To melt that marble ice which still doth hold Her heart congeal'd, and makes her pity cold. The ox, which lately did for shelter fly Into the stall, doth now securely lie In open fields; and love no more is made By the fire-side, but in the cooler shade. —Thomas Carew (1595-1639).

farmers. I have worked with that class who seek to serve God through their farms, and I have worked with that class who serve the god of this world. Great workers and good farmers they were and in some respects, good citizens but spiritually unprogressive. They are the harest class in society to reach. The drunkard and the criminal will go into the Kingdom of God before them. This is why Jesus was so much concerned, and spoke so often to this class. I am, Sir, etc., W. I. GREEN Stanley Bridge.

RAILWAY BUS SERVICE

Sir, — Having read the proposed bus schedule for the western part of the Island, between Tignish and Summerside, I am at a loss to understand how this schedule will give good service. If it is the intention of the railway to follow the main paved highway, then the following stations will have service, namely: Tignish, Alberton, Emsdale, O'Leary, Portage, Richmond, St. Eleanor's and Summerside; the other stations will be ignored completely. By accepting this service, we will be cutting off our nose to spite our face if the people of West Prince allow this service to be inaugurated. Careful consideration should be given to the proposals by all concerned before any decisions are made.

We know the Railway does carry less passengers in the summer and no doubt are operating the passenger trains at a loss, but with so many private automobiles, would the bus service be any more profitable, operating on the paved road and not calling at all stations? If the railway is determined to take off either the trains, why not take off either the western freight or the Charlottetown train, and operate a jitney, a small one, just to carry passengers only? Have it leave Tignish each morning, operate it as far as Summerside on a fast schedule; and let passengers who are going to the mainland take a ONR bus from Summerside to Borden to catch the ferry, and let this jitney then proceed on to Charlottetown. Then start a mixed mail, express and freight, and let her run through to Charlottetown daily; and on her return let her connect with the boat train in the evening, and let the jitney leave Summerside about four in the

The Age-Old Story

And when the scribes and Pharisees saw him eat with publicans and sinners, they said unto his disciples, How is it that he eateth and drinketh with publicans and sinners? When Jesus heard it, he saith unto them, They that are whole have no need of the physician, but they that are sick: I came not to call the righteous, but sinners to repentance.

evening for the west. We have as good a train service west of Summerside as you can expect and I do not think we can improve on it very much more. If the trains are taken off, what will we have? Absolutely nothing. What good will the bus service be for people living at St. Louis, Pleasant View, Miminegash? Where will they catch the C.N.R. bus? This bus and trucking service may suit one part of the Island, but I am sure the proposed set-up will not suit this part. Here is another item to be considered. —Overloads of merchandise which come over from the mainland for the West, are never held up very long; they either catch the freight from Summerside west, or on the night delivery, but if the trains are taken off, how long will they lay at Summerside or Emerald waiting for the CNR to get a "paying trainload" to move west? This will also apply to carloads leaving the Island. We can be sure the Railway will not send a train out to move two or three cars.

Now for I.C.I. shipments handled by their trucks? What advantage will that be to the merchants? Will the C.N.R. trucks deliver this freight to the merchant's warehouse? I understand it delivers the shipments to the Stations only. Perhaps the Railway has something concrete to offer regarding this service we know nothing of. If they have, why isn't the District freight and passenger agent out around interviewing the various shippers, submitting his plans, and also getting ideas from them, as to how the train service could be improved, if any improvement could be found on the Western service; in other words, taking a "straw vote" on this.

We read where Mr. Donald Gordon had made a statement that the Island Division has saved a considerable amount of money since it has been dieselized. One thing more should be carefully thought out, Mr. F. A. Gaffney stated at a Board of Trade meeting in Summerside that there would be no reduction of personnel employed by the Railway. I cannot see his point; there is bound to be a drastic reduction. The same thing was pointed out before the diesel came, there would be no employment out of work. If you check over the list of men who were employed looking after engines at different terminals on the Island, tank men, ash men, coal men, engine men, besides men who worked in the mechanical branch at Charlottetown, you will find over 60 out of work.

The officials are preaching the same bellywash again. This Island is not an industrial Province, and the Railway employs the largest number of men who are available for work and gives employment. Great care should be taken by all organizations to see that more employment is given and not reduced. If the buses and trucks are placed in service, what are the junior men and some of the ones who have service you could not call junior, going to do for employment in the months that trucks and buses operate? Are they going to sit at home and do nothing until the fall when the trains are in operation again? No. I do not believe they will, they will either seek other jobs in the Province or leave here altogether. Then when an emergency arises, the Railway will not have enough men to operate the trains when required. It is a peculiar thing when a matter of very great importance

The Passing Scene

By Observer THE FESTIVAL AND THE DISTILLERS The action of the directors of the Dominion Drama Festival in accepting financial aid from a firm of liquor distillers is causing a good deal of consternation and some anger in various circles. The wonder is that the reaction has not been more violent than in fact it seems to be. As soon as the news got out I was expecting a great wave of protest from the Atlantic to the Pacific, but apart from spasmodic declamation here and there the front has been surprisingly quiet. Perhaps the prohibitionists and Temperance Alliances haven't yet marshalled their forces for the attack. It is safe to predict that one of these days they will go on the offensive. So far as the Festival directors are concerned, it is not the first time they have been in a dilemma. In their view, it was a case of either accepting the gift proffered by the distillers or seeing the Festival fade away from lack of sustenance. This is not a complimentary reflection on Canadian interest in drama, but it probably represents the actual situation. Doubtless, if the truth were known, the majority of the directors who made the decision did so not from choice but from what they considered to be necessary. It is not the first time, and it won't be the last, that an ethical principle has had to give place to an expediency. Turning now to the munificent distillers, there is nothing to warrant the assumption that they were motivated wholly, if at all, by the desire to make new friends for their liquid products. No doubt they would be pleased if their gift were helpful in bringing a few more people into their exclusive society of "men of distinction", but they can hardly be blamed for that. Fifteen thousand dollars a year is a lot of money and represents the profit on a good many bottles of choice whiskey. It is doubtful if, as a strict matter of business, the grant would turn out to be a paying proposition, and I do not think the distillers can be charged with looking at things entirely in that light. A distillery is a legitimate business and, withal, a respectable business. At least a lot of respectable organizations, including churches, are not above entrusting runs to its care. I have personally known some men directly connected with the business, and they have appeared to be quite as good as men in other walks of life. Quite normal folk, too. In Shakespearean language, "they have spleenless organs, dimensions, senses, affections, passions; if they are prick'd, they bleed like other men." Moreover, although some very good people look upon them as the lowest form of Homo Sapiens and contributors to human delinquency, many others regard them as public benefactors. I suppose it's all in the point of view. It is just possible that in the case under discussion the men who control the distillery looked out upon a near destitute Drama Festival and, from purely altruistic motives, decided to lend a helping hand. Unquestionably, they, too, like the rest of us, would hate to see a cultural institution die from malnutrition. Unlike the rest of us (and assuming the foregoing premise to be correct) they were willing to translate their concern into a practical act of benevolence. Naturally, if they were to provide the means, without to keep the thing alive, and would want some outward and visible and permanent recognition of their charity. Hence, the Calvert Trophy. Still, however one may look at this picture which the directors of the Dominion Drama Festival have unveiled before our eyes, it is not a beautiful one in any sense or, by any standard of Art. It would be quite unjust to say that the Festival directors perpetrated an immoral act, and it is very foolish to call it, as some have done, an insult to a former Governor-General. They meant no immorality, and they intended no insult to anybody. They simply made a mistake which, in the long run, will probably do much harm to the thing they are anxious to preserve. Drama is a very fine Art, having to do with the deepest human emotions. It can never thrive or grow strong on big corporation patronage, whether it be that of a distillery or of any other. Festival directors who come from the Canadian people if it is to have any abiding place in the cultural life of the nation. The fault, if fault there be, is not in any board of directors, Festival or distillery, but in ourselves, in people from sea to sea who profess a liking for drama but are not prepared to give adequate financial support to its development. There is probably no civilized country in the world where the "legitimate" theatre has a less prominent place than it has in Canada. We prefer to absorb our drama, such as it is, in so-called "shows", just as our reading in large part is confined to capsule "digests." And, because there is no articulate demand from the people generally for cultural institutions, such as genuine drama associations, our Governments or, at political levels, pay little or no attention to anything that might be expected to help them along. One cannot help feeling that an annual Federal grant (much larger than the one donated by Calvert) to the Dominion Drama Festival or some similar body would be money well spent. It may not do much to strengthen the fortunes of "the Party", but certainly it would be of some encouragement to the promotion of a sound national culture. No people can expect to find their true destiny solely in a materialistic, dollar economy.

WEST PRINCE RESIDENT

(According to the C.N.R. brief, the proposed bus service would be under direct control of the Provincial Utilities Commission and would operate in the public interest wherever requested by that body. According to the charge-over would mean an increase in Railway employment locally owing to the fact that all the buses would be serviced here and not sent to Moncton. — Ed. G.)

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