

THE GUARDIAN

Authorized as Second Class Mail Post Office Department, Ottawa. The Island Guardian Publishing Co. Editor and Managing Director, 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 FRIDAY, SEPT. 18, 1953

Adverse Cabinet Ruling

In this section of Canada, and in the Western Provinces as well, there will be general disappointment at the decision of the Federal Cabinet, announced yesterday by Prime Minister St. Laurent, upholding the freight rate increase granted by the Board of Transport Commissioners last March. The increase, which will amount to \$38,500,000 a year, will certainly fall most heavily upon the outlying Provinces. There is no appeal from the Government's decision in this matter, but at least there is some hope in the fact that two important points raised by the Provinces, that of uniformity of accounts and equalization of freight rates, are to be further considered by the Board. In effect, the Government appears to take the stand that the Board's rulings must not be interfered with. This is certainly not the attitude of the dissenting Provinces, and much more is likely to be heard on the question after Parliament meets on November 12th.

In the meantime, Maritime potato growers and shippers are fortunate in having obtained some concession in freight rates to Ontario and Quebec points, as reported yesterday, with the possibility of having reefer carrying charges abolished. The rate reduction applies only to the end of the present year, but it sets a precedent which recognizes the importance of the industry in the national economy.

The adverse Cabinet decision announced by the Prime Minister lends emphasis to the importance of the recent meeting of the Atlantic Premiers and Maritime Board of Trade executive. The big Central Provinces wield a tremendous influence at Ottawa, which can only be counteracted by united efforts on the part of these Provinces which feel unjustly discriminated against under the existing rate regulations. This is one of many subjects in which all the Atlantic Provinces are jointly concerned. When we shall have learned to speak as a body, not only through such admirable organizations as the Maritime Transportation Commission, but on the floor of Parliament as well, the effect will perhaps be more discernible in Government reactions.

Education & Business

A fine tribute to Canadian school teachers was paid in an address this week at the annual meeting of the Canadian Chamber of Commerce in Edmonton. The speaker, Mr. Herbert H. Lank, vice president of Canadian Industries, Ltd., Montreal, was discussing the problem of economic education and the need for more attention being given to this subject in the school curriculum. Initially, he suggested, the problem was one of co-operation between businessmen and the teacher-training institutions. In Montreal the Board of Trade has sponsored for the past five years an annual Business-Education Day which has been fruitful of results in this connection.

"If we expect our teachers to have faith in our economic system and to believe in its superior values, then obviously the system must tangibly demonstrate that superiority to them," Mr. Lank maintained. "Fortunately for us, Canadian teachers are doing a thoughtful and often inspired job despite handicaps. Consider their problems for a moment, because respect for their contribution is basic to any program of co-operation. Their problems can be summed up in one word: pressure—pressure of rising school enrolment, larger classes, crowded school houses, extra-curricular activities, broader courses of study, need to keep abreast of the rising tide of knowledge, need to learn new pedagogical techniques, salary structure, demands for contributions to community affairs and professional endeavour, new Canadians unfamiliar with our ways, and so on."

Briefly, teachers have just as many problems as businessmen. In addition, they are trying to improve their lot through their professional associations. He regarded it as significant that their national organization, the Canadian Teachers' Federation, is going ahead with a top-flight program to improve teaching standards. This work is being financed by personal contributions by the teachers themselves. There is a thirst for knowledge here and a need for co-operation between businessmen (who can help supply some of the knowledge) and our educators. The important decisions affecting our

way of life are no longer being made solely by the specialists, Mr. Lant pointed out. They are being made by the public, by all of us. If the public is going to decide in the most crucial areas of our existence then surely it should have some understanding of the structure of our system and the basic issues involved. In June 1953 there were approximately 2,800,000 future citizens in our elementary and secondary schools. The school program we put into effect now will decide whether those 2,800,000 votes tomorrow will be knowledgeable or not.

Why Duty On Cement?

A suggestion has been made that the Government of Canada relieve the cement shortage—which is a major reason for construction delays this season—by removing the protective customs duty. This proposal, says a Western exchange, has a lot of merit on its side. Cement is in short supply, and the likelihood of this situation existing again this year was forecast early in the present building season. The shortage in many areas has been met in a measure by the importation of American cement, which is higher priced because of the protective duty than Canadian cement. While the price of the United States cement per bag is higher, the weight of the imported bags is several pounds heavier than the domestic product.

A prominent contractor inclines to the opinion that the Canadian cement producers have not increased production to meet the demands of the construction industry, and the shortage is an annual event. If the protective duty was removed from imported cement it would sell for very little more than the domestic product and the extra weight per bag would compensate for the extra cost.

If the Canadian cement makers produce enough to meet the demand, and shortage are occurring every year over a period of years, the suggestion that the protective tariff be removed has much to be said in its favor.

EDITORIAL NOTES

The widespread use of DDT on many of our field crops and its tendency to be absorbed by livestock and the human body, presents a problem for the experts. It may yet be necessary for inspectors to label these products not only for grade, but also for DDT content.

It is noted that in applying to have the Co-operative Marketing Act apply to New Brunswick potato growers, they hope to obtain a deal equal or better than our Island growers. Now might be as good a time as any to make the traditional premium on P. E. I. potatoes official.

Radio telephone equipment now on order will give many Newfoundland settlements communication with the outside world for the first time. Mail previously depended on boat will be delivered overland. State Secretary Pickersgill is reported to be sparking the improvements.

A Canadian doctor has reported to an International College of Surgeons meeting in New York that sick human hearts are made well and strong again by giving them an extra third artery. This discovery will give hope to many so stricken, and Dr. Arthur M. Vineberg who is a lecturer in surgery at McGill University medical school will have brought honour to himself and Canada.

Samuel Johnson, English lexicographer, was born this date 1709. His twice-weekly paper "The Rambler" brought him more fame than any of his earlier writings. His most popular book "Rasselas" was written to pay his mother's funeral expenses. Dr. Johnson attained a place in literary circles unrivalled to this day. He was acknowledged dictator of "The Club" and fortunate beyond words in his biographer.

Woodstock in the centre of Prince County may be interested to learn that the little town of Woodstock, eight miles from Oxford University, is inviting the Woodstocks of the world to join in the restoration of the bells in its ancient church tower. The first three Woodstocks to respond were: the largest overseas Woodstock (in Ontario), the oldest (in Connecticut) and one of the smallest (in Tasmania).

There were nine automobiles owned in Moncton in 1907, according to a newspaper clipping discovered by Mr. Robert Sutherland on the back of a picture he was glazing. Two were registered between Oct. 31, 1906 and August 19, 1907. "One of the latter had previously registered, but purchased a new car." There were 36 registered in New Brunswick. Speeds were limited to one mile in eight minutes in built up areas and one mile in five minutes in a city, town or village.

Their Father's Footsteps, And Then Some



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 HOG SITUATION

Sir,—I have read various items on the hog situation and the export bacon problem in your editorial and news columns with increasing interest—although I am merely a final consumer of this "precious stuff." I have come to the not so bright conclusion that there must be something radically wrong with either the margin of profit for the hog producers, and/or the marketing mechanism as between the farm and the ultimate buyer (at home and abroad), because, so far as my reading continues, the growers seem to be continually rotating between two extremes, and are either going into the hog business—or out of it—in a big way?

I confess that urban business could not long keep out of the hands of the sheriff under such an in-and-out pattern. On the other hand the following paragraph, in my trusty clipping-book, is credited to your editorial on "The U. K. Bacon Market" and still impresses me as going to the core of this perennial problem: "Exports of Canadian bacon to Britain reached a peak of 600 million lbs. in World War II, tapering off to 57 million lbs. by 1950. Even with a \$3.50 per cwt. Canadian Government subsidy, the 1950 contract was not filled. In 1951 Britain was offered to buy 120 million lbs. of Canadian bacon at \$20 a cwt., but was turned down because of tonnage limits on domestic products. Since then, Denmark has again become her major source of supply" (Aug. 24 Guardian).

While I have little difficulty in getting the economics and the logic in the picture you draw, it is hard to get the business sense in an easy retreat from the British market—a movement which, doubtless, has an easy retreat from the British market—a movement which, doubtless, has been cushioned by upsurging demand here in the domestic market, and the fact of 3,500,000 more mouths around the Canadian dinner-table today than as recently as 1942? Nevertheless, pulling out of the historic U. K. market, wheat or apples doesn't look so good to my mind—especially just at the point when our farmers were doing a smart job in developing the Yorkshire hog, tailored to the British taste.

I am Sir, etc. "WE ARE SEVEN."

Spare Us That

(Sydney Post-Record) Often it has been pointed out that the Maritime Provinces have not shared to any appreciable degree in Canada's population gain from European immigration. That is true. The new settlers in the Atlantic ports, but in the Central Provinces, the Prairies and the Pacific Coast. Many of these new settlers from abroad would be assets for the Maritimes. But let us count the mercies we have got. The Maritimes have been spared the affliction of the Doukhobors. They chose Alberta and British Columbia which are far away but not far enough when it comes to people so ungrateful, fanatical and lawless. They are in Canada and that is grief sufficient. The Doukhobors were admitted—even welcomed—to Canada in the first place with a guarantee no Canadian Government had any right whatsoever to make that they never would be forced to bear arms in defence of our country. They prospered while other Canadians fought and fell in battle. No guarantee was asked of them that they refrain from arson, nudist parades of both men and women in public,

The Poet's Corner

INDIAN SUMMER

Along the line of smoky hills The crimson forest stands, And all the day the blue-jay calls Throughout the autumn lands. Now by the brook the maple leans With all its glory spread, And all the sumachs on the hills Have turned their green to red. Now by great marshes wrapt in mist Or past some river's mouth, Throughout the long, still autumn day Wild birds are flying south. —Wilfred Campbell.

Car Insurance & The Young Driver

(Ottawa Citizen) Among drivers of motor cars, the cost of financial protection against accidents continues to be an engrossing and difficult problem. So it must be, also, for those whose business it is to calculate the probabilities of such incidents, because no universally acceptable insurance formula has yet been devised. The problem becomes intensified with an increasing density of traffic and also, ironically enough, with the development of first-class highways. Since it is absurd to beat a retreat to the almost universally bad roads of a generation ago, the solution must be sought through education of the driving public in the use of modern highways, combined with stringent driver tests to weed out naturally incompetent drivers. Meanwhile, it is generally agreed among underwriters—who have ample statistics to prove their case—that the incidence of accidents is high within the age group of 16 to 25 years. The record of this group is so bad that in recent years premiums have been pushed upward sharply. Another drastic increase has occurred this year in Canada, and rates are becoming almost prohibitive.

This is the age group of which it may be said, as a general proposition, that its driving reflexes are quickest and its habits most reckless. Yet insurance practice as a whole makes no allowance for the safe driver of 25 years or under. No completely satisfactory reason has yet been forthcoming why such a driver, who proves his capacity year by year, should not be rewarded and encouraged by a progressive reduction of the premium that applies to his age group. As matters stand, a parent is called on to pay an additional \$30 or \$35 premium for public liability and property damage insurability alone, if his son or daughter drives the family car. If the young driver owns his own car, the penalty is still more severe, upon the thesis that parental control no longer operates as an influence upon his driving habits. Failure to differentiate among individuals of this age group is a weakness of many existing insurance plans. A fairer treatment

and the dynamiting of railway tracks, all of which offences against decency, law and the public security, they commit repeatedly and apparently have every intention of continuing to commit. Canada promised the Doukhobors everything in land and opportunity. The promises were kept. In return for kindness they have treated their adopted country shamefully. After many years in Canada most of them still speak Russian. Now they are on a rampage of crime in protest against the law's demand that they send their children to school. If there is any merciful way of ridding Canada of these wretched people, surely Ottawa will figure it out.

Old Charlottetown

(And P. E. I.)

FIRST KENSINGTON RACES

The Kensington Driving Park was opened yesterday by one of the most exciting stallion races ever witnessed in this Province. The Park is situated on the farm of Mr. J. Haslam, a short distance from the village of Kensington. It has not the most beautiful surroundings, but, as the track is as good as could possibly be made in red clay, it answers the purpose admirably. The track from Charlottetown, containing a number of gentlemen interested in turf matters, arrived shortly after 1 o'clock. At that time the streets of the village, the roads leading to the Park, and the Park itself were crowded with men, women and children. Not less than two thousand people were present on the grounds.

The stallion race was billed to start at 1 o'clock, but owing to difficulty in getting competent Mr. Charles Binns, of this city, was badly hurt, having been run over by a horse attached to a track, and a number of collisions between carriages occurred. Mr. Charles Binns, of this city, was badly hurt, having been run over by a horse attached to a track, and a number of collisions between carriages occurred. Mr. Charles Binns, of this city, was badly hurt, having been run over by a horse attached to a track, and a number of collisions between carriages occurred.

The three-minute class race did not fill and, the next called by the judges was a green race, for which there were seven entries. It was won by Edward Pendergast's bay gelding, "Fred", with Charles Lock's "Prince" second, and Fred Davis' "Lady Carleton" third. There were five entries for the running race. It was won by Robert Dame's "Molly", with John Durand's "Snow Bird" second, and Joseph Noonan's "Jenny Lind" third. "Several men were run over on

in this respect should go hand in hand with education in careful driving. Such education is required among all age groups, and affects (to mention only one aspect) the speeder at one end of the scale and the loafer at the other.

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Notes By The Way

A child psychologist says that when a teen-ager frequently wrecks the family car he may be working off a subconscious hatred for his father. And how does he feel about the insurance company.—Hamilton Spectator.

Wouldn't it be great to live in Australia! Best steaks at 45 cents a pound, beef roasts at 27 cents and butter at 46 cents! How consumers must like that! There's a bit of a catch in it, however. The average basic wage in Sydney, Australia, is \$26.87 a week. The average of five million workers in Canada stands around \$33 a week, and Lethbridge is right in line with the national average. That's twice the Sydney average. But the price of foodstuffs here is a long way from being double the Sydney figures.—Lethbridge Herald.

Down in the Belleville area 1,000 bushels of oats were threshed in 2 1/2 hours, with two men pitching the sheaves from the wagons into the threshing machine. This indicates an excellent crop of oats, else that yield could not have been obtained in that brief time. But it tells another story to farmers. The two men feeding the sheaves from the wagons into the machine knew their jobs. Many farmers will recall the old days, before the "self-feeders" on threshing machines when the "feeding" had to be done by hand. The sheaves would be pitched on the machine's platform and one man would deftly cut the bands while the second would feel the loosened straw into the maws of the machine. Such a team of men would be highly skilled at their jobs.—Hamilton Spectator.

Many legends have grown up in our beardless century. Beards are supposed to tickle and to itch; they aren't quite sanitary; and they have to be constantly clipped, so you might as well shave. Those who grew beards for the Northern Ontario Outfitters' Convention six years ago in Sudbury, are able to refute such scurrilous legends. Many looked much better with the lower half of their faces hidden; weak chins and unmanly dimples disappeared behind the burly, bearded reminiscence of another more leisurely and dignified era. But there is one argument they can't answer—the beard does look funny with a bathing suit. —Sunbury Star.

Practically the whole floor of the ocean is covered with mud. Naturally, one would like to know how thick it is and what lies underneath. You cannot find this out by drilling a hole, as there are no means of doing it. The only way is to use a kind of echosounder, and a number of collisions between carriages occurred. Mr. Charles Binns, of this city, was badly hurt, having been run over by a horse attached to a track, and a number of collisions between carriages occurred.

The next big industry for Western Canada, it seems, will be the potash fertilizer plant at Unity, Saskatchewan. A contract has already been let to sink a shaft, seven feet by 12 feet, more than two-thirds of a mile into the earth for the extraction of the potash mineral. Half way down the shaft will go through a high-pressure natural gas zone. How it will be sealed off during the excavation we would like to know, but presumably the engineers have it all worked out. This is but one of the many such ventures that will be undertaken in the West in the next few years. Big things are ahead. What more fortunate country than Canada?—Calgary Albertan.

The Age Old Story

And the Lord hardened the heart of Pharaoh king of Egypt, and he pursued after the children of Israel, and the children of Israel went out with an high hand. . . . And Moses said unto the people, Fear ye not, stand still, and see the salvation of the Lord which he will shew to you today; for the Egyptians whom ye have seen today ye shall see them again no more for ever. . . . —The Examiner, Oct. 17, 1879.

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