

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 MONDAY, MAY 4, 1953

Lotteries And The Code

The lottery is a familiar feature of Canadian life. It is hard to go through a week in any part of this country without encountering it in one form or another. This is in spite of the fact that the Criminal Code imposes very heavy restrictions on the conduct of lotteries. The situation is such that those who are prosecuted for violating the law are almost always highly indignant and protest that their conduct is common practice.

Revision of the Criminal Code, now before Parliament, presents a proper opportunity for those who do not think the prohibition of lotteries should be so complete, to make their feelings in the matter known and effective. Once Parliament has dealt with the revision of that part of the Criminal Code it will be of no avail to complain that charitable organizations should be allowed to sell tickets for prizes of more than fifty dollars, or that there is no harm in small lotteries for approved purposes even though their purpose is not strictly charitable.

The point is that either the average Canadian should comply with the law of the land or if the average Canadian thinks the law is wrong, the law should be changed. The consistent disregard of any branch of the criminal law tends to bring the whole structure of the law into disrepute and at the same time causes the development of a class of habitual lawbreakers. If the answer is to change the law rather than the practice of Canadian citizens, the time to do it is now.

Canada's Contribution

It is recalled by the Globe and Mail that when the North Atlantic Council met at Lisbon slightly over a year ago, it assumed that the danger of a Russian attack on Western Europe would steadily increase, reaching a peak in 1954. Accordingly, plans were drawn up to have fifty divisions (half active, half reserve) available by the end of 1952, plus 4,000 tactical aircraft. The objective for the end of 1953 was seventy-five divisions, plus 6,500 aircraft; and for the end of 1954, ninety-six divisions, plus 9,000 aircraft.

Events since that time have caused the North Atlantic Treaty Organization to change its views. With the death of Stalin and the subsequent Russian "peace offensive," with the installation of a Republican administration at Washington, and with the economic difficulties of NATO's European members, 1954 is no longer treated as the year of decision. NATO is planning for the long term, rather than the short one, and placing emphasis on the quality, rather than the quantity, of the forces available to it.

In accordance with this revised concept, the goal for the end of the current year is sixty divisions, plus 5,500 planes; and for the end of 1954, it is seventy divisions, plus 7,000 planes. These goals present no great difficulty, since the end-of-1952 objective—fifty divisions, 4,000 planes—was approximately fulfilled. NATO is therefore devoting the greater part of its attention to what is called the "infrastructure" of Western Europe's defense—bases, airfields, supply lines, radar installations and the like.

At its Paris meeting last week, the North Atlantic Council voted \$885 million for this purpose. The United States is to contribute 43 per cent of this, France 14 per cent, Britain 11 per cent, and Canada 7 per cent, or \$62 million. This is a modest amount. On the other hand, it must be remembered that Canada is maintaining a brigade in Western Germany, that she is spending \$325 million a year for mutual aid, and by the end of this year will have twelve fighter squadrons in Western Europe.

A Doctor's View

The Canadian Doctor, organ of the Canadian medical profession, has a striking article on traffic accidents by Dr. Harold Elliot. The writer argues convincingly that doctors, more than most citizens, are in a position to realize the inroads traffic fatalities make upon our population, month by month and year by year, and thus are qualified to take the lead in a campaign for safer driving. "Education co-operating with the doc-

tor might do much to discover the accident prone and the accident repeater, and apply appropriate measures of restriction," says Dr. Elliot. "The former term is used to describe the individual with a psychopathic personality, whose death-dealing on the highways originates in sadistic urges; the latter, or accident repeater, is not a psychopath and his mistakes may not be wilful but related to carelessness and absent-mindedness.

"Actually, when considering the driver's part in highway mishaps, it is a relatively small number which contributes to the terrible toll of the roads. An elaborate survey covering a six-year period, ascertained that 80.9 per cent of all drivers are not involved in serious accidents, 15.2 per cent have only one accident, and 3.9 per cent account for 36.4 per cent of all accidents. The problem, accordingly, boils down to concentrating on a small percentage of drivers, and this may be primarily a general medical and psychiatric problem.

"The medical profession could make its attitude towards the use of alcohol and drugs by drivers much more organized and effective. There is plenty of data available on the relationship between alcohol consumption and road accidents, though such information is lacking in respect to drugs such as marijuana, insulin, barbiturates, etc. In certain Canadian and United States cities it has been shown that drunken driving can be curbed, and Canadian doctors generally should be in the forefront of those insisting that the same community measures be adopted throughout the country.

"Speed in driving causes 35 per cent of fatal highway accidents and it would seem clearly the duty of the medical profession to analyze these fatalities and endeavor to determine how they might have been avoided. They would make fitting subjects for discussion at medical meetings, as though the actual cause was part of the diagnosis.

"This abstract may appear at first as something quite outside the scope of medical practice, but if one can take a realistic view of the situation the doctor will come to realize that the terrible highway toll today is basically the responsibility of his profession, either as a group of experts or of alarmed citizens."

EDITORIAL NOTES

May and June are probably the longest months of the year for youngsters waiting for the summer holiday to begin. Of course in the Fall, November and December are the longest months of the year.

The Summerside Board of Trade has suggested to the Town Council that the possibilities be investigated of engaging the R. C. M. P. to police the Town. The efficiency and training of that organization is certainly difficult for a local force to match.

Making the spread between Grade A and B hogs wider by changing it from 40 cents to one dollar, as proposed at the Swine Breeders' meeting, would certainly be in accord with the realities of the market. It would also, of course, give the efficient breeder the benefits which he has earned.

The health grants announced last week will certainly do much to raise the standard of diagnosis and treatment across this country, particularly in areas of relatively small population. The most satisfactory feature is that they do not seem to be "matching grants" which would have required the Province to make expenditures which it might not be able to afford.

William Hickling Prescott, American historian, was born this date 1796. Almost blind, with the assistance of readers he prepared his book of "The History of Ferdinand and Isabella". This was followed by "The Conquest of Mexico", "The Conquest of Peru", and his unfinished history of Philip II". The first is considered an American classic.

According to census returns, Summerside has 1,530 occupied dwellings; 1,130 single detached dwellings; 1,130 lings; 1,130 single detached dwellings; 1,130 of wood; 210 in need of major repair; an average of 5.5 rooms per dwelling; 850 with furnace heating; 1,380 with running water; 1,040 with flush toilet; 905 with bath or shower; 280 with gas or electric range; 475 with mechanical refrigeration; 980 with powered washing machine; 530 with electric vacuum cleaner; 1,135 with telephone; 1,445 with radio; 575 with passenger automobile; 985 are owner-occupied; there are 4.2 persons per household; 1,270 households of one family; 270 with a lodger or lodgers; 315 are crowded; about an equal number of tenants pay over \$40 as under; and 390 out of 985 owner-occupiers report a mortgage.

ALL The Fun Won't Be Over There



The Poet's Corner

ETERNAL BEAUTY My windows open to the autumn night, In vain I watch'd for sleep to visit me; How should sleep dull mine ears, and dim my sight, Who saw the stars, and listen'd to the sea? Ah, how the City of our God is fair! If, without sea, and starless though it be, For joy of the majestic beauty there, Men shall not miss the stars, nor mourn the sea. —Lionel Johnson.

Old Charlottetown

NEWS OF YESTERDAY From the files of the Colonial Herald for the month of October, 1842: His Excellency the Lieutenant Governor has been pleased to nominate Thomas Owen, Esq., to be Postmaster at Charlottetown. A bear was killed at Lot 11 on the 18th ult. He measured from the snout to the tail, 8 feet 5 inches, had six inches of fat on the ribs, and was calculated to weigh 750 lbs. The hams weighed 157 lbs. Orders for the completion of the Episcopal Church at Georgetown (carpenters' and painters' work) will be received up to Saturday, the 19th day of November. Plans and specifications may be seen at the office of T. Owen, Esq., and also at Georgetown, at the residence of the Rev. F. D. Panter. The Lady Wood, which arrived this morning (the 2nd) brought out between 30 and 40 passengers. The chief part of them, we understand, are in the service of the employes in making preparations at Casumpec, for carrying on the fisheries on a large scale, at that place, next Spring, by an Association recently formed in London. The brig Antelope, of St. John's, Newfoundland, Thomas Elsey, master, was wrecked on the 15th inst., on Grand River Bar, during a heavy gale from the south-east. Crew and cargo saved. The vessel has been condemned, and advertised to be sold for the benefit of the underwriters. A Company of Rifles, under the Command of the Hon. Capt. Charteris, marched from Halifax on Wednesday last (26th) for Pictou, whence they will embark for this Island, to relieve the detachment of the 64th Regt., at present stationed at Charlottetown. The 64th Regt. will go home on the arrival of the 82nd at Halifax from the West Indies. During the past Quarter—including the dulllest portion of the business season—nearly 200 vessels have entered the port of Charlottetown, and the want of sufficient wharf accommodation, however, is much complained of. As our Steam-packet remains here so short a time, on her different trips, and as the end of the Queen's Wharf is, on her arrival, generally occupied by other vessels, it is often difficult, and at times impossible (not to speak of the personal inconvenience to passengers, male and female) to convey either freight on board or on shore, for it is no trifling matter to transport cattle, horses, carriages, etc., over the decks of two or three square-rigged vessels, previous to their reaching their destination.

The gilded Coronation coach in London was built nearly 200 years ago for King George III.

Mr. MacLean's Forebodings

(Toronto Globe and Mail) Perhaps Mr. Angus MacLean (P.C. Queens) was looking far into the future when he told the House of Commons that if Canada did not plan to make its potential wealth of resources available to the world we would eventually lose them. We probably never will lose control of these resources by force, as suggested. But it would be quite possible to lose the benefits from their development by default. One of our defaults has been that our Government has overlooked the fact that from now on our export volume will become increasingly dependent upon purchases by us from our customer nations. We must assist development abroad by foreign investment if we are to create a solid interest in future trade. If we do not, that trade will go to those whose capital is so engaged.

In the meantime, we are guilty as a nation of another form of default. Many items of export formerly produced by us are no longer available to buyers. The Government's counting-house yardstick has been adopted by producers to an extent which enables Ministers to state without contradiction that some former surpluses for export no longer exist. Even as a financial standard of national responsibility such a yardstick is wrong. This country was built up by investments from abroad—first British capital, then American, plus considerable accretions from Continental Europe. In the world's altered circumstances we are largely limited to obtaining new development funds from the United States. Through the years, however, we have largely expanded our own domestic capital investment until it now runs to more than 20 per cent of the gross national product per year.

One of the problems before us is whether we shall be content to build up this industrial expansion principally to continue supplying the United States with raw and partly processed commodities. The course we have taken to date amounts to that. In the pursuit of that program we have cut back agricultural production, which once gave us widely diversified markets abroad, in favor of a program which throws our major reliance upon a tricky and undependable market below the border. We will not assume our proper place in the world until some future Government at Ottawa raises its sights to a broader horizon. The principle of interdependence, as Mr. MacLean suggested, will have an increasing future effect on our economy. If we recognize it and plan accordingly, it will result in a natural expansion arising from our own contribution to the good health of the economic world in which we live. If we ignore the principle, at least some of Mr. MacLean's forebodings will become true. Croesus, the last king of Lydia, made a similar mistake and lost his kingdom and almost lost his head, in spite of his fabulous wealth.

The Age Old Story

Seeing ye have purified yourselves in obeying the truth through the Spirit unto unfeigned love of the brethren, see that ye love one another with a pure heart fervently; being born again, not of corruptible seed, but of incorruptible, by the word of God, which liveth and abideth for ever.

"Honi Soit"

(Ottawa Journal) The Order of the Garter, instituted by Edward III in 1364, consists of the Sovereign and 25 Knights Companions, together with (this by a statute of 1831) "such lineal descendants of King George the First as may be elected, always excepting the Prince of Wales who is a constituent part of the original institution."

The motto of the order is: "Honi Soit Qui Mal Y Pense," and around it clusters curious tales of its origin, probably fictitious. If we are to believe Burke's Peerage, Sir Winston, all decked out in the regalia of the Order of the Garter, will surely have something memorable to say about it. Says Burke: "The Garter of dark-blue velvet, edged with gold, bearing the motto in golden letters with buckle and pendant of gold richly chased. The garter is worn on the left leg near the knee. "The Mantle of blue velvet, lined with white taffeta; on the left breast the star embroidered. "The Hood of crimson velvet. "The Surcoat likewise of crimson velvet, lined with white taffeta. "The hat of black velvet, lined with white taffeta; a plume of white ostrich feathers, in the centre of which a tuft of black heron's feathers, all fastened to the hat by a band of diamonds. "The collar, gold, consisting of 26 pieces, each in form of a garter. "The George, or figure of St. George on horseback, encountering the dragon. The George is worn appended to the collar; and the lesser George, pendant to a broad

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Notes By The Way

A crowd waiting for Sir Winston Churchill to emerge from Windsor Castle shouts after him "Good old Winnie," and maybe that is a title he values even more than anything the Queen can bestow.—Ottawa Journal.

The East German motor-cyclist who, when stopped by the Russians at a Berlin checkpoint, dashed on foot amid a hail of bullets to the Western side of the border showed the highest sort of determination to win freedom. He left his fiancée behind in the side-car.—Hamilton Spectator.

No international trade fair has shown such rapid and impressive growth, probably, as the Foire de Paris, which claims to have been the annual shop-window not only of France but of the world. Each spring the equivalent of a city of 50,000 inhabitants springs up in France. It vanishes as quickly as it arises, but serves as an annual reminder of France's continued importance as a great trading nation.—Ottawa Citizen.

Just as some people prefer white potatoes to pink—though the latter are just as good—so it is in the domain of maple sugar and syrup. Here the demand is for a light color as opposed to dark, and official grading regulations recognize this fact. Free follows demand. Yet there are those who actually enjoy almost black sugar best of all, perhaps because of an unconscious carryover from earlier days when they may have eaten delicacies produced from an open fire in the sugar bush back home. If it were slightly smoky to our taste, that is to these connoisseurs—was how maple sugar ought to taste.—Ottawa Citizen.

"Sir Winston" will come strangely to many lips and to many typewriters. To millions of Britons he will be "Winnie" just the same and he will always be Mr. Churchill, MP, both to himself and to his millions of American friends. He has attained a stature in our time that no formality of honors can augment and that no political rebuff can diminish. He stands among the very greatest of our contemporaries and is a privilege to our taste, that to these connoisseurs—was how maple sugar ought to taste.—Ottawa Citizen.

Traffic accident reports constantly confront the motoring public with the terrible reality of death and injury on the roads. It has been said, however, that frequent repetition of the evidence has made many apathetic to the whole matter. This, we doubt, but if anyone has begun to accept the toll with resignation, a stiff antidote is offered in the following statistic: In the whole of Canada, red-dark-blue ribbon worn on the left shoulder.

"The Star of eight points, silver, upon which the Cross of St. George, gules, encircled with the garter." As Mr. Churchill himself might put it, some outfit!

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