

THE GUARDIAN

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CHARLOTTETOWN, SATURDAY, APRIL 5, 1952

The Highway Problem

One of the biggest problems facing every Province today is that of highway construction and maintenance. Costs and requirements of motor traffic have been rising steadily in recent years, and with them have come steadily increasing demands from the travelling public for new road projects. This Province is no exception, as Hon. Dougald MacKinnon, Minister of Public Works and Highways, pointed out in the Legislature yesterday.

We are at present engaged in a long-range Trans-Canada Highway scheme which will see less extensive work done on roads this year but a much heavier programme of bridge work. The most important of these projects is across the Hillsborough, where the present bridge, Mr. MacKinnon anticipates, will not be standing two years hence. The most favored replacement project at present seems to be a causeway, on which engineering data was obtained during the winter and in connection with which the services of Mr. McCulloch of Montreal, the consultant on the Canso causeway project, have been obtained. It is understood that various sites have been examined, and a report will be made both to the Federal and Provincial Governments as to the feasibility of the proposed structure. Decisions concerning the details of the Trans-Canada Highway route in the vicinity of Charlottetown will probably be delayed until this matter is finalized.

Other roadwork throughout the Province will, of course, have to be continued and Mr. MacKinnon in his address outlined the general policy in this connection. He emphasized particularly the expense involved in road paving along standard lines. Where is all the money to come from? This raises one point which the committee on the Railway bus application might well consider, namely, the extent to which the Department of Transport would be prepared to aid in road maintenance and snow clearance in lieu of maintaining an uneconomic train passenger service.

The only alternative seems to be a further increase in gas taxes, which are already unduly high. Whether the Railway comes into the picture or not, it is a fact that motor vehicle traffic will continue to expand enormously, and we cannot afford to halt progress by skipping on highway expenditures. Undue economy in this respect would be building, not for the future, but for certain retrogression and stagnation.

Boosting The Navy

A special issue of "Canadian Shipping and Marine Engineering News" has been received, dedicated entirely to the Royal Canadian Navy. Every aspect of the Navy's past, present and foreseeable future is dealt with in authoritative articles, thus furnishing a complete reference medium on all naval and allied matters. Of special interest are the various statements of policy and intentions contained in the articles by the Minister of Defense, the Chief of the Naval Staff and the Chief of Naval Aviation. The issue is published in the laudable hope that it may bring fuller realization of the importance to Canada of free access to and use of the seas and, consequently, the need for an efficient, well-balanced Canadian Navy.

EDITORIAL NOTES

Legislature does not meet today.

Tomorrow, sixth Sunday in Lent. Palm Sunday.

An understatement. A reader who went by auto to O'Leary and return yesterday reports that he "saw snow in sheltered places."

P. E. I. C.N.R. bus service occupied attention in parliament at Ottawa as well as in the Legislature here, and in both instances had a fairly good reception for a first appearance.

The protest in our Public Forum yesterday on the part of "Over Sevens" has substantial merit. There should be no "preferred age" for the protection of children from careless auto chauffeurs. A child, under the law, is described as a juvenile until he reaches the age of seventeen, when

he is supposed to be responsible enough to look after himself.

It would be interesting to learn whether the Transportation Committee in travelling to take evidence throughout the Province will make use of the rails or the road.

Though the figures are not yet disclosed, Trade Minister Howe says the next Bureau statistics will show a decrease in living costs. Will the basic year be advanced to provide this so-called reduction?

In Western Germany there are about 400,000 young people between the ages of 14 and 25 who are waiting to be trained, or to be given a chance in a job. Many of them have been without regular employment for years.

The Federal Government has authorized the payment of \$311,449 to Saskatchewan farmers for animals slaughtered since the outbreak of foot-and-mouth disease. The amount covers compensation for 1,061 cattle, 127 swine, 97 sheep, one goat, a number of hens and 13,000 eggs, all destroyed since the foot-and-mouth outbreak.

Mr. A. R. Mosher, Railway Union head, has brought a suit of libel against his former secretary-treasurer, Mr. James E. McGuire, because his "Press release about the recent rumpus contained many statements that are untrue and that were made for the sole purpose of holding me up to shame and ridicule in the eyes of the public and to defame my character to the greatest possible extent."

Algernon Charles Swinburne, English poet, was born this date 1837. At Oxford he met Rossetti, Burne-Jones and Wm. Morris. He published a number of poetic dramas and in 1862 his "Poems and Ballads" which evoked a storm of abuse on grounds of sensuality. Although chiefly a romantic poet steeped in symbolism and the possibilities of language, he wrote a number of essays including "William Blake" and "A Study of William Shakespeare."

A message from Canton says the ships, built at Lauzon, Que., for the Ming Sung Industrial Co. Ltd., with offices allegedly in Charlottetown, are being prepared for a dash 950 miles north along the China coast to Shanghai and the Yangtze River. Fear of a naval blockade of the coast by United Nations ships is said to be the spur to this plan. But the Prime Minister knows nothing about the matter, though the Banks holding mortgages of \$12,000,000, guaranteed by the Government, might be trying to seize them.

Hon. Mr. Howe is the best booster the Liberal Party possesses, and thinks no little credit is due to the part he and other members of the Government have played in the matter. At the Women's Liberal Convention he declared: "The Canadian economy has made the Canadian dollar the strongest currency in the world. All the measures the Federal government has taken to control inflation since Korea have worked. The country has a 'great prime minister'. It had a cabinet of 'able young men.'" When many in the audience laughed, Mr. Howe added: "Outside of two or three older people including myself."

It is reported that the Nova Scotia Government is contributing \$5,500,000 towards the Canso causeway construction and is paying the estimated \$750,000 for relocation of highway approaches. The remaining \$16,500,000 will be provided by the Federal Government. This arrangement—on a 2-1 payment basis, with Ottawa bearing the lion's share of the cost—should be equally applicable to our Hillsborough causeway or bridge project when it gets under way. Under the Trans-Canada Highway agreement the Federal obligation only extends to one-half the cost; but the Canso project, for which tenders have been called, creates a new precedent, which Premier Jones will doubtless not be slow to take advantage of in his negotiations with Ottawa.

The appointment of Rev. Thomas Hannay, Bishop of Argyll and the Isles, Primate of the Episcopal Church of Scotland, recalls an historic incident in ecclesiastical history. The Scottish Episcopal Church is not Established and has its own liturgy. It was an ancestor of Bishop Hannay's, Dean Hannay, who read the new Prayer Book known as Laud's Liturgy in St. Giles', Edinburgh, in 1637, at whom Jenny Geddes threw her sitting stool, and who was driven from his pulpit by the rioting congregation. The new Primate was educated at Liverpool and Queens' College, Cambridge. He spent 12 years in Nyasaland with the Universities Mission to Central Africa, and has been a member of the Community of the Resurrection since 1927, being principal of their theological college at Mirfield, Yorkshire, from 1933 to 1940. He was consecrated Bishop of Argyll in 1942.

Unduly Afraid Of Being Taken For A Ride?



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.

SALACIOUS LITERATURE

Sir.—I consider your Editorial Note in Thursday's issue on salacious literature the most pertinent I have seen.

Attorney General Darby had already made the first move and a word would have been sufficient for further action without all this belated window dressing.

Another thing I have just heard about is questionable or double-meaning phonograph records. These could also receive some attention. I understand they are reserved for parties or "appreciative" buyers only.

I am, Sir, etc., SUMMERSIDE, VETERAN READER

SHIRKING THE TEACHERS' PROBLEM

Sir.—We were surprised to read Hon. W. E. Darby's suggestion that Prince of Wales College resume the graduation of grade eleven students with a license to teach and a second class diploma in one year. This would be retrogression with a vengeance, and may only be excused by the scarcity of teachers. This in turn is a result of the meagre salaries that are paid to this most important branch of our society. In this age of progress and enlightenment, to suggest that any action be taken no matter what the emergency, that will precipitate an avalanche of ill prepared fledglings to occupy our schools is depressing.

After four years of timid supplication, and hesitant threats on the part of the Teachers Federation, the Government has offered, we believe, to supply an increase of one hundred dollars from the department with the suggestion that the district supply an extra fifty dollars. Thus the teacher who has had the temerity to take unto himself a wife, and the further audacity to raise a family, is offered this munificent boost. He is supposed to buy coal with a fifty percent increase in price, meat from fifty to sixty percent increased, rents, and clothing and everything that goes to make up the bare necessities of life, increased up to a hundred percent, on a maximum salary of around fifteen hundred dollars. We have one of the best teachers in the Maritimes who is in this very situation, and to balance his accounts he has to supplement his salary by book-keeping, etc. He works sixteen to eighteen hours daily.

We did not hear one word mentioned from either the Government or the Opposition when representatives (and twice too many of them) had salaries and expenses raised five hundred dollars, making a term of from a month to six weeks of a lot of fun and a little work equal to a whole year of a top grade country teacher's salary, namely fifteen hundred dollars. We have no objection to our representatives raising their salaries. As far as we are concerned the sky may be the limit providing there is enough money to go around. However, when our time teachers approach the authorities seeking an increase, with something resembling the aspect of the little fellow—we cannot recollect his name—asking old Squeers for another helping of porridge they are told the Government cannot afford it.

Our vocal Opposition, who are ever ready with hue and cry after every dollar of government spending, had raised any objection when their salaries received this unnecessary thirty-three and one-third per cent boost, we might place more credence in their sincerity when as a vote solicitor they endorse the teachers' claims. If there is ever a change of government, we will be very much surprised if they do

The Age-Old Story

The words of a wise man's mouth are gracious; but the lips of a fool will swallow up himself. The beginning of the words of his mouth is foolishness; and the end of his talk is mischievous madness.

not adopt the same attitude towards advances in teachers' salaries as the existing regime. The teachers will get what they are entitled to in the way of increases in only one way—a united front and determined action. If any change is made in teachers' qualifications it should be revised upwards, with salaries corresponding. We can find money for such vote-catching devices as unemployment insurance to healthy loafers and intelligent readers or hearers pay little attention to the claims of no money in the coffers.

We do not invade your columns so frequently with the idea of irritating. We intend that our frequent criticisms shall be in some small way constructive and perhaps assist in curing the ophthalmic condition that seems to afflict our Government whenever our diffident profession asks for sufficient remuneration to enable it to compete with the janitor in living standards.

I am, Sir, etc., C. C. PRATT, St. Peters.

INSHORE DRAGGER DAMAGE

Sir.—In your Public Forum some time ago there appeared a letter telling the people of the Island all the good the draggers are doing, and still how much more they intend to do, but not a word about the harm they are doing to the fishing industry. Now if there isn't something done to keep these draggers off shore, say at least eight miles, the inshore fishermen will have to give up altogether.

There is a lot of fuss about the fish they are getting. One dragger in Souris went out in May, 1951, and ran around until the middle of June and finally they landed some fish—if one could call them fish—as the most of them were salted for lobster bait. I am sure the crew and the Fishermen's Loan Board did well on that trip. There also was a net torn, in fact it was so bad they had to get another new one.

Now we see where those far-sighted gentlemen are going to send one out in April; maybe they are going looking for more lobster bait.

Now as I mentioned about keeping the draggers off eight miles, I will explain why they should be kept off that far. It is the only way to protect the inshore fishermen. When those draggers go over the bottom they are tearing it up the same way as if one had a tractor and set of harrows going through a newly planted field of potatoes. Therefore they are tearing all the feeding grounds for the inshore fish. If there isn't something done to keep those draggers off shore it will only be a short time before there won't be any inshore fishermen left.

If the powers that be would set a limit, they might be in time to save the inshore fishermen.

I am, Sir, etc., SOURIS FISHERMAN.

HEAVY TRUCK SPEED LIMIT

Sir.—I wish to commend through your paper, the actions taken by the members of the Legislature, re the increase in legal speed of heavy trucks, and public safety on the highway.

The Poet's Corner

THE FISHER'S WIDOW

The boats go out and the boats come in Under the wintry sky; And the rain and foam are white in the wind And the white gulls cry.

She sees the sea when the wind is wild Swept by a windy rain; And her heart's a-weary of sea and land As the long days wane.

She sees the torn sails fly in the foam, Broad on the sky-line gray; And the boats go out and the boats come in, and the boats come in, and the boats come in, and there's one away.

Professional drivers are good drivers... they have to be, in the interests of their own safety and their wives and families at home. One accident may cause death or serious injury to themselves or others and ruin thousands of dollars worth of cargo and equipment.

I am sure these drivers and operators would welcome a continuous highway patrol, checking not only speed, but lights, brakes, licenses, and safety equipment i.e. flares, fire extinguishers, and first-aid kits.

The Canadian Automotive Transport Association have in effect a courtesy campaign. Impressed on its members the need of safe courteous driving, stressing overspeeding, travelling on center of highway, trailing preceding vehicle too closely, and other dangerous practices; also giving aid to motorists stranded through breakdown or accident.

I understand that the Department of Public Works has introduced a rate structure for hauling gravel and construction material, that is slightly higher than the average rate paid in other Provinces of Canada, and is a minimum to be paid all trucks working for the Department. This is highly commendable and assures these operators so employed a basic return for their work.

I am, Sir, etc., KEITH MACKINNON, Director Maritime Motor Transport Association.

Old Charlottetown

(And P. E. I.)

SKATING CARNIVAL

"The Carnival in the Citizens' Skating Rink last night was a brilliant affair, surpassing any ever held before in the City. The Rink was beautifully decorated with bunting and bannerets; the unsightly appearance of the roof was relieved by a temporary ceiling of scarlet and white cottons; railway and extra gas jets gave additional light, so that the decorations and outlines of the different characters could be easily witnessed by all spectators.

"Among the outstanding impersonations were 'Diana' by Miss M. MacLeod; 'Snow Bird' by Miss Belle Richards; 'Silver Thaw' by Miss Lulu MacLellan; 'Young America' by Miss Carrie Rogers; 'Starlight' by Miss Ellie Mason; 'The Impersonation of Henry VIII' by Mr. E. W. Dawson was, perhaps, the finest among the gentlemen, while 'Grand Bashaw' by W. R. K. Young, 'Indian Chief' by A. J. Carvell, 'Zulu Chief' by Colin McLennan, 'William the Conqueror' by R. Stavert, and 'Mars' by Percy Pope were also excellent."

Glacial Drift & Soil Erosion

From "Geological Survey of Prince Edward Island," 1949. By G. C. Milligan

The whole Province shows, to some extent, the effect of the Pleistocene glaciation, though it would appear that the glaciation was not severe. There appears to be little doubt that the continental ice reached the western part of the Province—west of Summerside. In this area large angular boulders of granite and gneiss are common on the surface, especially in the vicinity of East Blanford and MacVella Mills, where there is a notable concentration.

Similar travelled rocks can be observed in Lots 10 and 11, and along the Western Road as far, at least, as Emsdale, though, in general, they are smaller and much less frequent. The "gravel" deposits of Huntley River and St. Anthony are of glacial origin, though there may be some doubt whether or not they are moraines or eskers. In the latter deposits there is a large proportion of local rocks, but there are travelled boulders also.

A similar, but smaller, deposit at Tyne Valley consists, almost entirely, of ill-sorted and striated angular to subangular boulders of granite, gneiss, quartzite, and schist, all foreign to the Province.

East of Summerside the evidence of glaciation is not as clearcut, and, in general, travelled boulders are rare, except along the beaches. These latter can be explained by modern transport by ice from the St. Lawrence and from the Labrador drift, a portion of which enters the Gulf of St. Lawrence. Boulder clay was observed to have general distribution over the high ground between Kensington and Charlottetown.

At Windon a low ridge, trending northeast, contains coarse material which grades into fine sands, evidently water-sorted. At St. Peters, according to Chalmers, the earliest movement, to the eastward, produced the bay and was followed by a northerly movement. At Bayfield, north of Souris, some very doubtful striae (glacial markings) on sandstone overlying the conglomerate there, may indicate a northern movement. Unfortunately, this surface also carries numerous "striae" produced by a bulldozer and it was found impossible to sort the various markings with any degree of certainty.

Over the whole region from Hillsborough River to East Point the cover of drift and debris is quite heavy. At some places, Priest Pond for example, the thickness approaches fifty feet. Boulders are common in this material, but they are always the sandstone ubiquitous in the Province. Since this rock can hardly have withstood prolonged transportation, it seems reasonable to infer that the ice movement was sluggish and over a great distance. Such information as is available tends to indicate movements in the northeasterly direction. On the other hand striae were found, at Kilmuir and Caledonia, indicating a southerly movement, practically the reverse of the direction indicated on the north shore, and at right angles to the movement farther west.

It has been suggested that the NE-SW direction of the ice movement over the Province can be correlated with drift ice passing through the Fundy channel during a period of subsidence. This would certainly account for the northeasterly direction of movement in the Province but would not account for the southerly movement in Kings County. It is known that parts of the Acadian and St. Lawrence regions were depressed 150 feet or more during the late Pleistocene (glacial period). It seems difficult, however, to reconcile the theory of ice, grounded on a bar across the mouth of the Fundy channel, with striae at present 300 feet or more above sea-level at Caledonia, especially since there is evidence of uplift (since) of only 75 feet or thereabout.

Nor could this drift ice be held accountable for the formation of a valley such as St. Peters Bay, as required by Chalmers. It seems simpler, pending more detailed study, to assume that the whole Province was covered by a nearly stagnant sheet of ice, which had a southerly component, locally, in Kings County.

With the removal of the Pleistocene ice the land evidently rose as indicated by the presence of the raised beaches. It seems probable, in addition, that there has recently been some slight subsidence. The evidence for this is seen at Black Bnks, Castumpe Bay, where the sea is actively eroding the edge of the peat bog and "boulders" of peat are seen scattered about the beach. It is possible that this may be correlated with the belt of activity in the St. Lawrence and Cabot Strait, where earthquakes occasionally occur.

A further recent phenomenon, the so-called French dykes, may be mentioned as a matter of interest. These dykes are low banks, 2-4 feet high, bordering the tidal rivers, and closely resemble dykes built to protect the land lying behind them, which is frequently below the level of the river at high tide. They have been credited to the industry of the early French settlers, consequently "French dykes". A simple calculation would show that the few settlers must have been busy men, indeed, if they constructed all the dykes attributed to them. A more prosaic explanation is that they were constructed by the expansion of ice grounded on the river bank and pushing up dirt and rocks from the river bottom.

A still more modern manifestation of the processes of nature at their slow work is of more immediate consequence and directly concerned with the agriculture of the Province. Soil erosion we have perhaps been inclined to view as a special problem of the "dust bowl" of the West and of certain of the southern States of the U. S. A. Anyone who will note our streams running red after a storm can see that soil is being removed from the land. When one considers that certain rivers which carried fishing boats twenty years ago are now scarcely able to float a canoe, the amount of material being carried to the sea becomes apparent.

The most impressive evidence of soil erosion is seen in the hilly country around Stanley Bridge, South Granville and New Glasgow, especially St. Ann's, Millvale and Glynde River. Fields are frequently seen with much of the top-soil, except the coarsest, gravelly material, removed, and in some cases, gullies of considerable proportion have been cut through the bedrock.

The removal of the soil can result only in the more rapid run-off of water, and the transportation of larger and larger fragments of material from the land to the streams. In the extreme case, the point is finally reached where even the trees cannot maintain themselves. While the writer certainly does not wish to be held an alarmist and to infer that the climate end is in sight for the Province, he does wish to point out that this is no mere academic problem and has already, apparently forced the abandonment of many farms, or has been a seriously contributing factor in their abandonment.

Aside from the question of loss of land there is also the still more immediate problem of cost of production. It is fully realized that the farmers of the Province are, perhaps justifiably, suspicious of advice tendered by "engineers" who know little or nothing about farming. Nevertheless it was impossible to avoid speculation, as one worked over the whole Province, as to just how such cost in cash, each spring found its way into the streams and the sea by autumn. Many farmers, when questioned, freely admitted that they considered they lost a considerable portion of their fertilizer in this way, but each apparently considered it his own particular problem and restricted to his own farm.

The writer has sufficient faith in the common sense and ingenuity of the farmers of his native Province to believe that, when the general nature of the problem is called to their attention they can attack it and arrive at a solution. It may be that cotton farming, hedging and other of the devices of the soil conservationist, on a co-operative basis will provide a solution. I understand that something of this nature has been demonstrated by Mr. William Johnstone, of French River, through the use of permanent pasture.

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REMINDER TO HOUSEHOLDERS

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