

THE GUARDIAN

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Our Interests At Ottawa

Our representatives at Ottawa intend getting after the Government for a share in war contracts, for which they are to be commended. The best way to succeed is to, (1) Show the Government what we can do; (2) Name the people likely to undertake it; and (3) Stipulate what help (if any) we need to make the contracts successful. There is no use approaching a government in general terms, the appeal must be concrete, brief, and likely to prove effective both to the Province and the Government, the contractors themselves being a secondary, though very important part of the project.

Whether or not they succeed in getting substantial war contracts, our members should press unitedly for still further improvements in transportation to and from this Province. As the only agricultural exporting Province in the Maritimes, we should be afforded every facility for marketing our products on the mainland.

A long delayed improvement in this connection is with regard to the ferry accommodation between Wood Islands and Caribou. The operating company has been seeking the go-ahead signal from the Canadian Maritime Commission to provide a new boat for this service which would carry many additional truckloads of our farm produce daily, as well as providing additional tourist facilities. Such a boat cannot now be built in time for the 1952 season, but the permission to go ahead with the project should be given immediately. Whatever can be done to expedite the movement of traffic this year should also be given consideration. Representatives of the Northumberland Ferries Ltd. are meeting with the Commission next week at Ottawa to discuss the season's contract, and it is hoped that our members will also take an interest in this matter and do everything they can to obtain a more satisfactory service.

International Army

It is still necessary for a formal treaty to be drafted and ratified before the European army visualized by the Atlantic Pact nations becomes a reality but the agreement reached at Lisbon defines the eventual composition of that force. Also agreed on was a system of "cross guarantees" by which NATO countries would go to the assistance of West Germany if she should be attacked, as they would go to one another's assistance; and West Germany would similarly help any NATO member.

Probably a decisive factor in bringing about agreement on a single international force was the impossibility of effectively defending Europe without West German aid and the reluctance of France to see a German nationalistic army created. The only solution was the creation of a one-uniform force.

The possibilities of the idea are vast. The NATO has already shown that it is able and willing to accept additional members, even outside its immediate strategic sphere and it may well be that in time it will come to be co-extensive with membership in the U.N. If that should come about, the NATO force would be in effect the armed forces of the U.N. and world government an accomplished fact.

Going Up In The World

It might seem that the rate of exchange of the Canadian dollar has very little to do with this country's stature in the world. It boils down to the old law of supply and demand. If, for instance, Canadian funds are scarce and in demand in New York then our dollar goes up. If more of our dollars are available than there is a demand for, the price or rate of exchange goes down.

A surprising result of the recent strength of Canada's currency, particularly of its attaining a premium over the American dollar, was a wave of enthusiasm south of the border for all things Canadian. We are a land of promise, of great resources, vigorous people, expanding industry, self reliance, stable government, respect for law and for our promises.

It is always pleasant to go up in the esteem of a neighbour and much that the American sees about this country is true although it was obscured for a long time by a predominance of dog sleds and mount-

ed policemen. Perhaps Canadians should not try too hard to shatter the new illusion and reveal that we can be as irrational, petty, radical and hard up as before parity; or that our neighbours should seek to exclude us irrationally from their markets.

EDITORIAL NOTES

If one in every 35 persons in Winnipeg is an alcoholic, what would the proportion be in Charlottetown and Summerside?

Generous. Striking grave-diggers in Glasgow say they have no objection to relatives digging graves for the deceased but will not tolerate other non-unionists.

The Stone of Scone is back in the Coronation Chair in Westminster Abbey, ready for Elizabeth to be crowned Queen of Scotland as well as of her other realms whenever the coronation may take place.

It is not only the rate of taxation that is heavy in Britain. A half ton of paper was reported to have been carried into the House of Commons last week, being copies of the 508-page proposed income tax consolidation for the 625 members.

In crime as in war there is a continuous shifting of advantage between the offensive and defensive. Automobiles and then aircraft gave greater mobility to the lawbreaker but that advantage has long been counteracted. A California bank robber is reported to have fled some 3,000 miles by air, only to walk into the hands of the law.

Earl Alexander has stated that, "My six years in Canada gave me an insight into how the Government works. I may bring some of the tactics I learned there into play over here." The former Governor-General should be well versed in the problems of dealing with sectional interests, a highly developed characteristic of Government in this country.

U. S. military contracts given Canadians up to the end of the first nine months of the fiscal year 1951-2 totalled \$139,000,000 against \$44,000,000 for the whole of the previous year. That money must be circulating somewhere and should bring benefit to all sorts and conditions of Canadians, including agriculturists. The result is inflation for the time being.

The West Kent Home and School Association has inaugurated a lively public discussion on various school questions of primary importance, namely, popular election of the School Board, the place of home studies, monthly reports on pupils' progress, teachers salaries, etc. It is an indication of growing public concern over matters of vital importance to both home and school, and cannot fail to bring forth good results.

Edward Frederic Benson, English author, died this date 1940, son of the Archbishop of Canterbury. From 1892 to 1895 he was engaged in investigations at Athens on behalf of the British Archaeological Society. He wrote a number of novels, including "Dod" and "The Image in the Sand"; two plays, "Aunt Jennie" and "Dinner for Eight"; as well as lives of Charlotte Bronte and King Edward VII. His own life was recorded in two volumes of memoirs.

It is gratifying to learn that our farmers benefited very considerably from increased prices for their produce in the past year, but sad to reflect that this in a measure is due to Canada being in a state of war. It follows that when inflation results in improved prices for sales it is accompanied by increased prices for purchases, so that actually, in the long run, the producer or consumer is no better off, except that his standard of living has been raised, and is not likely to again be lowered when the war clouds disappear.

The retirement of Msgr. M. M. Coady from the direction of St. Francis Xavier University Extension Department is of more than ordinary interest, for not only has he been the leader in the Maritimes of the movement for advanced adult education, but the father of the co-operative movement in these territories. He early realized that if the farmers and fishermen were to get anywhere in their industrial existence they must learn to co-operate, one with another, both in the way of production and in the disposal of their produce. It has been an arduous, uphill task, but being a labour of love he strayed not from it, and now has the credit and honour of placing his university and himself in the forefront of progress in the Maritimes, and wherever such achievements are appreciated. In the endeavour he has sacrificed his health, and all who know him and know of him will pray that his years will be extended to enjoy in retirement the fruits of his labours.

Call Of The Wild



The Poet's Corner

FROM WINTER MEMORIES I have remembered when the winter came, High in my chamber in the frosty nights When in the still light of the cheerful moon, On every twig and rill and jutting spout, The icy spears were adding to their length Against the arrows of the coming sun, How in the shimmering noon of summer past Some unrecorded beam slanted across The upland pastures where the Johnswort grew; Or heard, amid the verdure of my mind The bee's long smothered hum, on the blue flag Loitering amidst the mead; or busy rill, Which now through all its course stands still and dumb Its own memorial. —Henry David Thoreau.

The Lutine Bell

(Ottawa Journal) To announce the news of the King's death the famous Lutine bell at Lloyd's in London was rung once. This is the custom when bad news is to be reported. It is rung twice for good news. Only very rarely is the bell tolled at all—it is reserved for announcements of major importance—and it was rung when Captain Carlsson came to Lloyd's to receive the presentation for his gallantry on the Flying Enterprise. On that occasion the bell was rung twice. The history of the Lutine bell might encourage gold-diggers—in the literal sense of the term—to go salvaging in the North Sea. In October, 1789, a cargo of precious gold bullion—reports of its value vary between \$140,000 and \$1,400,000—was loaded on a naval frigate called the Lutine at Yarmouth for shipping to Hamburg. The reason a naval vessel was chosen was to ensure safe passage for the valuable freight. Lloyd's had insured it. One day after leaving port, the vessel was caught in a severe gale and sank. Lloyd's paid out for a total loss, but later occasional attempts at salvage were made. Some £40,000 of it—but the rest still lies on the sea bed. In 1859 another attempt at salvage brought up the ship's bell. It has been hung in Lloyd's underwriting room ever since.

Private Secretary

(London Observer) As the King's Private Secretary Sir Alan Lascelles has been both courtier and diplomat, and has shown competence in both roles. Before World War I he was a member of a particularly brilliant circle of young people in London, and he embodies the grace of Edwardian times. Early on in life Sir Alan had the ambition of becoming a diplomat. Instead, after fighting in France, he became for nine years Assistant Private Secretary to the Prince of Wales and for four years Secretary to Lord Beaconsfield when Governor-General of Canada. He returned to Court in 1935, in time to watch a Private Secretary's nightmare come true when Sir Alexander Hardinge found that his loyalty to his master Edward VIII, and his loyalty to the institution of the monarchy clashed over the abdication. Lascelles was at that time Hardinge's assistant. He himself became Private Secretary in 1943. He is a cultivated man—he has a sound knowledge of 19th century social history and literature, especially the lesser-known novelists—and he possesses a discriminating intelligence.

The Age-Old Story

Every good gift and every perfect gift is from above, and cometh down from the Father of lights, with whom is no variableness, neither shadow of turning. Of his own will begat he us with the word of truth, that we should be a kind of first-fruits of his creatures. . . . Wherefore lay apart all filthiness and superfluity of naughtiness, and receive with meekness the engrained word, which is able to save your souls.

Notes From Another Island

LONDON, England:—On such official and other documents as come our way from time to time and on which, for various reasons, we are required to record our "particulars", we customarily put down our nationality collectively as "British". Less officially we are inclined to regard ourselves as Yorkshiremen, Kentishmen, Devonians, Cockneys or natives of whatever county or locality we happen to have been born in; we are all apt to consider our own part of the country the best—if not, indeed, the only part worthy of note.

Old Charlottetown

(Lethbridge Herald) To knowingly split an infinitive is a crime according to the best minds in the country. It is, in fact, one of the worst crimes a person who tries to correctly write English can commit. At any rate, that is what we have recently been reading in a series of articles on the split infinitive in a widely read magazine. The trouble with the split infinitive is that many people do not know what an infinitive is. In fact we are willing to confidently wager that half the people who read this don't know what one is. To them we can only say that they are lucky, because to know and to wholly understand an infinitive is to bitterly hate it.

Splitting The Infinitive

We hate infinitives. They have been a source of frustration for years. To tell the truth, it has taken us years to really get to know what one looks like, and an equal length of time to finally learn to completely avoid splitting the fool things. We hope to never mention the subject again. ive participation in some sports and keen interest in others, and no football Cup Finals seemed complete without his presence. The theatre knew him for his frequent visits to West End shows, and he made no secret of his fondness for his favourite radio programmes. Above all he knew his responsibilities as King and Emperor, and worked indefatigably to keep himself abreast of affairs of state.

Private Secretary

These things we knew, but there was more that we could not know. Many times in recent months we had seen the King's face in photographs or newsreel pictures taken maybe at unguarded moments and we had been struck by an expression of countenance that puzzled us. If we had tried to describe it we should probably have said that it was the look of a man who saw the approach of some supremely dire event which, however, he regarded not with fear but with regret. How right we should have been we were not to know until Mr. Churchill told us in a radio address that the King had "walked with death" these last few months. One sympathizes with Royal personages who have to carry out their official duties with impeccable grace whatever their private feelings, but to do so under the cloud of death itself seemed to require a strength of will that few of us would wish to be called on to show. King George VI came to the Throne in a most dramatic fashion, and reigned for fifteen years in a period of prodigious events. In these events he always played his full part, and sometimes sought to do more than could be permitted him. Yet one felt that he was happiest when he could withdraw for a moment from the glare of publicity, to be a home-loving family man. In the end he died as he would have liked to live, quietly, peacefully, and in the country, where he felt at home.

Runaway

A runaway occurred on Queen Street at 11 o'clock today. Two Misses Hobbkirk were passing Apothecaries' Hall in a vis-a-vis wagon, when the bolt which attaches the fore-axle to the wagon body came out. The shafts immediately struck the horse's heels, and he sped down the street at a rapid gait, carrying with him the two fore-wheels and shafts. At the Market House, the wheels collided with a wagon owned by Mr. John Cole, carrying away the two side wheels, and throwing Mr. Cole from the wagon. He then turned into the North Side of the Market Square, which was crowded with market people and vehicles, caused a great flutter of excitement among the fish-women, passed into Grafton Street, and entered a gangway at Mr. A. Murray's store, when he was taken in charge by the owner.

William A. Reddin

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Notes By The Way

To show how apathy to civil defense persists, the lady who inquired a year ago is still without an answer to "Where should I put my African violets in an A-bomb raid?" — Detroit News.

If there is to be a new Elizabethan age, the most important thing for us to remember about the first Elizabethans is that they were the ultra-moderns of their time, in their thoughts and deeds and culture they were daringly unconventional. They multiplied their modest resources by their boldness as pioneers. The same chance and task are ours today. — The Observer (London).

Life for Canadians may be more complex today, but we can ill-afford to neglect the fundamentals, that pioneers had to live by. Most important of all, these rules are the inheritance of higher moral and spiritual values. These are the force and spirit of a nation. They are behind the tide of its wealth and industry and when they begin to ebb the nation becomes sick and enterprise and initiative become diseased. They should be repeated often. — Quebec Chronicle-Telegraph.

Some dog-owners seem never to understand that purchase of a licence does not and cannot give them authority to turn their pet loose to cavort gaily over a neighbour's grounds, to bark up and down the street at dawn and after dark, to upset a neighbour's garbage bins to chase a neighbour's cat or badger the neighbour's small children. A licence does no more than permit a dog to live within civic regulations and it is illegal to let a dog run at large, licence or no. — Ottawa Journal.

Seen on a railway train leaving Montreal for the Laurentians last week-end was a conductor refusing to accept a United States dollar at par in payment of a fare. As might be expected, the visitor concerned showed considerable indignation; more than the great mass of Canadians ever showed when similarly treated across the border in the past. — Montreal Financial Times.

It may be hard for American ship owners to get crews for their vessels if many more U. S. freighters "split" while at sea. There was the Flying Enterprise which, before she was taken in tow, broke her back in the Atlantic. Another freighter split in the Pacific and all hands were lost. Now we have two other American tankers split into four pieces off Cape Cod. Granted that there have been gales and heavy seas running the last few weeks, but ocean-going ships are not expected to "split" at sea if they are efficiently loaded and the cargo properly distributed. — London Free Press.

When Mr. Churchill visited Washington and Ottawa recently the Cunard Company gave him free passage on the liner Queen Mary and the railroads in the U. S. and Canada carried him without charge. In the House of Commons, a Labor member, one Col. C. E. C. Wigg, questioned the propriety of the Prime Minister accepting such free service, to which Mr. Churchill replied that the British taxpayers thereby had been relieved of so much expense. "I cannot feel sure," Mr. Churchill continued, "that there is anything discreditible in what happened" (and here we can imagine that dramatic pause and stutter of which Churchill is master), "except perhaps the spirit that prompted the question." Reports

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