

THE GUARDIAN

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"The Strongest Memory is Weaker Than the Weakest Link"

CHARLOTTETOWN, THURSDAY, NOV. 30, 1950

St. Andrew's Day

The life of St. Andrew, Scotland's patron saint, was a model of zeal and piety, and it is these virtues which have shaped the national life of Scotland for so many generations.

As on former occasions, tonight's banquet at The Charlottetown is under the auspices of the Caledonian Club, the chief speaker being the Hon. Thane A. Campbell, LL.D., Chief Justice of the Province.

Alternative To Anarchy

Mr. Justice Kellock's "settlement" of the rail dispute will be announced in the near future. Whatever that decision may be, it is unlikely to satisfy either railway management or the unions involved.

The railway unions have announced that they will abide by the arbitrator's decision. In fact, even before the emergency legislation designed to end last summer's rail strike was brought down in the House of Commons, union leaders stated that they would be bound by Parliament's decision.

Refusal to abide by the arbitrator's decision would be a flouting of the will of Parliament. Enforcement of that decision would call for police methods totally alien to the Canadian concept of democracy.

Yet failure on the part of labor and management to negotiate a settlement of their disputes leads inevitably to this "Hobson's choice" between totalitarian methods to enforce industrial peace, or economic anarchy, which the people will not tolerate for long.

Unless and until organized labor and management alike recognize the inescapable test imposed upon both by public opinion, that industry provide the goods and services people need at a price people are willing and able to pay, the grim alternatives of the police state and economic anarchy will continue to rear their ugly heads.

Vicious Circle

People talk glibly about the vicious circle of inflation, in which wages vainly chase prices but never quite catch up. Where inflation's vicious circle really gets rolling, however, is in the competition between private spending and public spending.

Under such circumstances, Finance Minister Abbott's advice to departments of government now preparing their estimates for the next fiscal year to employ "a rigorous standard of essentiality" is advice which needs to be heeded.

The fact that Federal revenues for the first seven months of the present year topped expenditures by \$363,100,000 is no reason for jubilation. Finance Minister Abbott may have underestimated current revenues, which is fortunate, because government expenditures for the seven months

in question are almost \$10,000,000 more than for the same period last year.

Maybe the only solution will be for Parliament to tax Government spending the same way private incomes are now taxed.

EDITORIAL NOTES

Last day for Brant shooting.

St. Andrew, Scotland's Patron Saint.

The Federal-Provincial Agricultural Conference opens at Ottawa today.

The Korean situation could not be graver than it is at present—to be, or not to be, a third world war.

The promise of a European market for our surplus potatoes comes in the nick of time. By-elections are not unmixed blessings after all.

Holman's have entered the retail dry goods business in the city with a store in Kent Street. They are young enterprising business men with an eye for expansion and development.

The new car ferry dock at Tormentine brings New Brunswick a little closer to the Island as well as greatly improving docking conditions, particularly when the ice is packing along the shore.

One small consolation of China's coming into the Korean fight is that at last we know the names of some generals on the other side, Chen Yi of the 3rd Field Army, and Lin Piao of the 4th.

The coroner or "crownor", according to an exchange, dates from the England of 1,100 years ago when his duties concerned keeping a careful watch on Crown property. This included treasure trove, shipwrecks and the royal fish, whales and sturgeon, also the royal bird the swan.

Winston Churchill, British statesman, born this date 1874, eldest son of the Late Lord Randolph Churchill, the brilliant but erratic member of Lord Salisbury's cabinet. Winston has filled many roles in both Conservative and Liberal Governments, besides acting as a war correspondent (and being captured) in the South African War.

It is illegal for lawyers to accept cheques drawn on stolen money. Mr. Justice R. I. Ferguson told two Hamilton lawyers it is "very dangerous" to accept as fees money that the Crown charges had been stolen. He granted the Canadian Bank of Commerce's request for an injunction "freezing" the bank accounts of two men accused of bank robbery.

Egg prices on November 24 this year and previous years. The prices quoted below are for Grade A Large. At Montreal and Toronto the prices are those at which graded shipments are selling to wholesalers.

Table with columns for Year (1950, 1949, 1948) and locations (Montreal, Toronto, Winnipeg, Vancouver, Edmonton, Regina, Charlottetown).

Table with columns for Weight of Live and Dressed Poultry at Registered Stations week ending Nov. 11, Nov. 4, Oct. 28. Rows for Province, B.C., Alta., Sask., Man., Ont., Que., N.B., N.S., P.E.I.



The Poet's Corner

THE ROAD TO THE ISLES

I heard the piper play last night And ower the hills he led me far. The moor of Rossnoch came in sight, And on Schiehallion stood a star.

Old Charlottetown

(And P. E. I.)

HIGHLAND BANQUET

"At the meeting of the Highland Society of this Island, held on the 20th ultimo, it was unanimously agreed—in consideration of His Excellency Sir Donald Campbell being the first Highland Governor of this Colony, and of his warm expression of interest in the promotion of the objects for which the Society was constituted, upon being appointed its Chief of Honour, a public dinner should be given in his honour, as a mark of attachment and respect towards him as their distinguished countryman."

Radio's Sorry Plight

(Financial News) There are some vital differences between radio in Canada and radio in the United States. There is however, enough similarity to justify serious consideration here of any constructive criticism voiced south of the border.

When Every Man's A Scot



The Age-Old Story

He that is slow to anger appeaseth strife. A soft answer turneth away wrath.

by New York Herald Tribune columnist, outlined what he describes as the seven deadly sins of U. S. radio.

Radio, he says, has allowed itself to be owned and controlled by the advertiser in contrast to the press, which is supported, but not owned or controlled, by the advertiser.

It is a great credit to Mr. Jenkins that he brought a few huns to the Island in 1929 and that they have done so well.

"Hunter's Corner" is one of the most interesting parts of the Guardian. Please keep up the good work. A clipping enclosed.

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Early Highland Emigration To P.E.I. and Nova Scotia

From an article by Colin S. MacDonald, Amherst, N.S., read before the Nova Scotia Historical Society, 1932

Prior to 1772 the only Highland immigrants to come to Canada, so far as I have ascertained, were those who arrived in the ship "Annabella" which brought settlers from Kintyre to Malpeque, P.E.I. in 1770, but I am inclined to think that the majority of this lot were Lowlanders.

In 1772 the ship "Alexander" came out from South Uist to Scotchfort, P.E.I. with 210 settlers from South Uist and the adjoining mainland, the emigration being sponsored by Capt. John MacDonald, Laird of Glenaladale and Glenfinnan.

Now we come to the year 1773, in which Pictou County received its first contingent of Highland settlers. For the sake of conciseness I shall give a list of the ships which I have come across as bringing out immigrants, beginning with 1773 and ending with 1853:

1773—Ship "Hector" sailed from Loch Broom, and arrived at Pictou, Nova Scotia, on September 15. There were about 180 passengers from Ross-shire and Loch Broom. The master's name was John Spears.

1775—Name of ship unknown. The vessel was wrecked on the north shore of Prince Edward Island. There was only a small number of emigrants on board.

1790—Name of ship unknown. The vessel contained a large number of emigrants who went out to Prince Edward Island, accompanied by the Rev. Bernard MacEachern (afterwards Bishop of Prince Edward Island). The settlers were from the Western Isles and the adjoining mainland, and the vessel landed at Scotchfort, P.E.I.

1791—Two vessels, one of which I believe was the "Dunkeld", arrived at Pictou this year with a large number of settlers from the Hebrides. The most of these people removed further east along the shore of Nova Scotia, to Antigonish County, or to Cap Breton.

1801—Ship "Sarah" brought out 700 emigrants to Pictou, N.S. 1801—Ship "Aurora" brought settlers from Strathgairn to Nova Scotia.

1801—Ship "Golden Text" of Aberdeen brought settlers from Glenmoriston to Nova Scotia. 1802—A vessel, name unknown, brought 370 Highlanders to Nova Scotia.

1803—Ship "Favourite" sailed from Ullapool and arrived at Pictou with 500 passengers. The master's name was Ballantine. 1803—Ship "Zlexander" arrived at Pictou with passengers, mostly from Lewis. The owner's name was MacIvor.

1803—Ships "Polly", "Dykes" and "Oughten" arrived at Charlottetown, P.E.I. These three vessels brought out about 800 settlers, known as the Selkirk settlers. They were mostly from Skye with some from Ross, Argyll, Inverness and Uist.

1803—Ship "Commerce," Capt. Galt, sailed from Glasgow and arrived at Pictou, N.S. 1805—Ship "Polly" is said to have arrived at Canso, N.S. with some settlers—Brig. "Northern Friends" came out to Charlottetown, bringing settlers from Ross-shire.

1806—Ship "Rambler" came out from Scotland to Prince Edward Island. 1808—Ship "Claredon" of Hull, England, arrived in Charlottetown with settlers from Perthshire, some of whom formed the settlement of New Perth, P.E.I.

1810—Ship "Catherine of Leith" came out to Prince Edward Island. 1810—Ship "Phoenix" came from Tobemory to Prince Edward Island. One of the passengers, Allen MacMillan, was accompanied by his wife, mother and three children, and paid ten guineas fare for each person. The passage took seven weeks.

1816—Ship "The Good Intent" of Aberdeen came out from Pictou, being two to three months in crossing. 1816—Ship "The Three Brothers" of Hull came out to Nova Scotia with some settlers. Many years later this vessel was used as a guard ship at Gibraltar.

1817—Ship "William Tell" came out to Canso, N.S. with settlers from Barra. 1819—Ship "Victory" arrived at Pictou, N.S. with settlers from Cana.

1819—Ship "Speculation" came out to Nova Scotia, sailing from Greenock, with emigrants from Lochaber. This ship had previously been captured from the French in the Napoleonic wars. 1819—Ship "Economy" arrived at Pictou, having sailed from Tobemory with settlers from the Hebrides. 1820—Ship "Alexander" came from Scotland to Prince Edward Island. 1821—Ship "Harmony" sailed from Barra and arrived at Sydney, N.S. with 350 settlers from Barra. 1821—Ship "Tamarlin" arrived at Halifax. 1821—Ship "Peggy" came from Scotland to Prince Edward Island. 1822—Ship "Commerce" of Greenock arrived at Plaster Rock, N.S., with settlers from Muck. This ship had cleared from Tobemory. 1824—Ship "Dunlop" arrived at

Sydney, N.S. with settlers. 1826—Ship "Northumberland" sailed from Greenock and landed at St. Andrew's, New Brunswick, with passengers from the Hebrides. Many of the settlers removed to 1826—Ship "Tamarlin" arrived at Sydney, N.S. with passengers from North Morar. 1826—Ship "Highland Lad" and "Dove" sailed from Greenock to Nova Scotia this year. 1826—Ship "John Walker" came from Scotland to Prince Edward Island. 1827—Ship "Aurora" sailed from Scotland and arrived at Port Hastings, N.S., with passengers from Edinburgh. 1828—Ship "St. Lawrence" sailed from Tobemory with 208 passengers from Rum, Jonathan Cram, master. The vessel arrived at Ship Harbor, N.S., now called Port Hawkesbury. 1829—Ship "Theitis" sailed from Greenock and arrived at Arichat, N.S. with settlers. 1829—Ship "Mary Kennedy" came from Skye to Cape Breton and then to Prince Edward Island, with 84 heads of families, landing at Charlottetown May 31, 1829. 1830—Ship "Dunlop" sailed from Greenock (John Brown, master) with settlers for Nova Scotia. 1830—Ship "Lord Mulgrave" came from Scotland to Prince Edward Island, the name of the captain being Cordingley. 1833—Ship "Amity" sailed from Tobemory and took settlers to Cape Breton, N.S. 1840—Ship "Albion" sailed from Aberdeen and arrived at Halifax with settlers. 1850—Ship "Luhlan" (Capt. Geo. MacKenzie of New Glasgow) came out to Prince Edward Island with a large number of settlers. The vessel reached Pictou August 11, 1848. Some of the immigrants were from South Uist and 72 of these moved afterwards to Prince Edward Island. They came from Pictou to Georgetown, P.E.I. in the Schr. "Dolphin", which arrived at the latter part of November 18, 1848. 1850—Ship "Amity" came from Glasgow to Prince Edward Island, arriving on August 11, 1853. In addition to those who came directly from Scotland to Canada a good many educated Highland soldiers who had been fighting in America settled in Pictou and Antigonish Counties in the period from 1780 to 1800. During the Revolutionary War one battalion of the 84th Royal Highland Emigrant Regiment was stationed in Nova Scotia, and at the conclusion of the war the officers and men were granted land in Nova Scotia and formed the Township of Hants. It is interesting to note that the husband of Flora MacDonald, of "Prince Charlie" fame, was one of the officers of this battalion and evidently thought of settling here for a time, as in a memorial address to the British Government he mentions having built "a neat little hut", but he and his wife returned to Scotland permanently. Since this list was published in January, 1930, I have been informed by a correspondent in Cap Breton that in 1832 the ship "Northumberland", (Capt. Mitchell) came from Tobemory to Sydney, landing 300 from South Uist, and that in 1838 and 1840 two immigrant ships came out from South Uist to Cap Breton. In 1830 there was still living in Upper Grand Mira, Cap Breton County, a woman who came out in 1840 as a child. I am also informed that the last immigrant to Guysborough County, who settled Guy's Giant's Lake, came out in 1843, but an ignorant of the name of the ship or where they landed. From Ontario a correspondent has written to me to say that in 1802 his grandfather, Major MacMillan, brought 370 settlers from Lochaber to Pictou, but that the settlers proceeded to Ontario. The majority of the Highland immigrants were of sturdy physique, but not secularly educated. With the exception of clothing and some small personal effects, few families brought out anything in the way of house furniture. Although many of the immigrants came out in vessels westward bound in search of cargoes of lumber for Europe and thus secured comparatively cheap transportation, this was not always so, and in many cases the fare of the family to Canada must have been a severe burden. About 1817 the brig "Hope" came out from Greenock to Pictou, and at that time the fare charged for a certain passenger and his family was \$3-5-0. In this case the head of the family was allowed credit for the cost on his undertaking to repay it within four months after his arrival. The amount quoted does not seem unreasonable; but it is also recorded that in 1820 the cost of bringing a certain family from Tobemory to Pictou was \$22-10-0, which seems high indeed. Nowadays, with our rapid steamers and cheap postage, and with free education for all, communication between families in Scotland and Canada is an easy matter. But it was far otherwise around 1800. At that time sailing vessels came only at long intervals and the cost of postage was very high. It is certain that the postage to Plaster Rock in 1800 was three shillings 9s. for the reasons brought out above, communication between relatives on both sides of the Atlantic soon ceased, though among the descendants of some Highland families one hears of cousins who stayed in the old land or emigrated to Australia or other countries. . . . We know, from an old Scottish pamphlet, that in the first 25 years of the nineteenth century more emigrants than ten thousand people emigrated from the Highlands, chiefly to the Maritime Provinces.