

THE GUARDIAN

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"The Strongest Memory is Weaker Than the Weakest Ink"

CHARLOTTETOWN, THURSDAY, SEPT. 13, 1951

The Contrast

The New Glasgow Evening News notes that just about the time people up in Ottawa were becoming excited because fair-... small ships of the navy—were actually making use of the Rideau canal locks, for no naval purpose, Premier Jones of Prince Edward Island was in Pictou asking for a winter service between that harbour and his own Province.

"The latter would have no interest to the folks at Ottawa," says our New Glasgow contemporary. "That Premier Jones was asking for some service he thinks would benefit the Maritimers will not impress them either. Popular conception around Ottawa is that the Maritimers are always asking for something or other and there isn't any sense catering to them except at election times.

"But let us look at this Rideau canal and that suggested ferry service.

"The canal was built away back at a time when there was danger of war with the United States; a sort of inland naval waterway for military reasons. Now, and for many years, it has been a tourist waterway and summer resort plaything. It hasn't any real national value. But it is carefully maintained at governmental expense; pleasure boats use its facilities; and it is beautiful—no question about that.

"The ferry service would be a spud special; a drab, commercial venture calculated to speed the flow of farm produce off the Island to mainland markets. It would benefit Prince Edward Island farmers by aiding trade.

"We have no idea of the comparable costs but we will bet the annual charges of keeping up the Rideau Canal would more than maintain a ferry service in winter months between Pictou and Georgetown—particularly if existing ships were used as they could be. But that does not mean the canal will be closed all of a sudden and the money switched down this way; not at all. We doubt even if new money will be found to establish that valuable service.

"If Premier Jones threatened to turn Tory something might be done; say a survey made. But otherwise, no. The Islanders have been asking for it these many years, as the other Islanders keep asking for a permanent Canso crossing—with little more success."

Emigration From Canada

Most people nowadays are prone to regard Canada as the land of opportunity. The arrival of hundreds of thousands of "new Canadians" in this country since the end of World War II serves to confirm this impression. Yet despite our great industrial growth of the last few years, despite the opening of vast new territories to settlement and development, despite the opportunities, twenty-six thousand persons have voluntarily chosen to leave Canada annually during the last two years.

Who are these Canadians who feel that the opportunities are greater elsewhere? Why have they left? Where have they gone? A recent survey conducted by the Dominion Bureau of Statistics provides for the first time at least a partial answer.

Among the men who have emigrated, skilled tradesmen, mechanics, repairmen, machinists and tool die makers account for the greatest number. Professional men, including doctors, engineers, teachers, artists and scientists come next. Women who have emigrated include clerical and professional workers, more than ten per cent of whom were graduate nurses.

More than seventy per cent of the emigrants came from the 20-64 age group. Ninety per cent of the men and sixty per cent of the women were gainfully employed until immediately prior to their departure. Thus, emigration from Canada is clearly accomplished at the expense of the most productive part of our population, both in terms of age groups and occupations.

About seventy-six per cent of those emigrating went to the United States. Sixteen per cent found their way to the United Kingdom. The largest proportion of the emigrants came from Ontario. Emigration from the Maritime Provinces and Newfoundland accounted for only about seven per cent of those leaving the country.

Canada can ill afford to lose so large a number of its most productive citizens. The explanation for their departure is not easily explained, for as the DBS survey indi-

cates, unemployment was not the cause as it was in the thirties. It is, however, significant that by far the largest number came from Ontario. That, at least, suggests clearly enough that the urge to emigrate is most prevalent among those resident in Central Canada.

EDITORIAL NOTES

Annual exhibitions of fisheries would help to put our second main industry on the map.

If the latest claims for a cure for the common cold prove well founded its discovery may well rank far ahead of wars and rumours of wars in human history.

One of the principal benefits a trade fair brings is to the organizers, making them realize the benefits of co-operative effort together with individual initiative. His Honour the Governor did well to emphasize this in his opening address.

The present time, like early summer, is well chosen for street repair and hard surfacing. Operations may be halted by the approach of winter but the work seems to have been undertaken before or after the heavy tourist influx.

One of the vital jobs today is that of Roy G. Peers who is charged with increasing the sales of Canadian arms to the United States. He at one time was vice-president of the mysterious Ming Sung Company whose purely mythical head office was at Charlottetown.

Tests are now being carried out in Britain with a view to developing helicopter travel between cities. The aim is eventually to operate passenger services from small sites or suitable flat roofed buildings in the centre of large towns.

At the recent Jubilee Cowal Highland Gathering at Dunoon, Scotland, the Argyll and Sutherland Highlanders of Canada, from Hamilton, Ontario, won the territorial band contest—the first time a Cowal trophy has gone overseas.

Standardization of weapons seems to have quite gone by the board. Now we have an Ottawa air squadron trying to acquire a cannon from in front of the Provincial Building, perhaps even one of French origin at that.

Quebec was captured this date 1759 by General Wolfe, who during the Seven Year's War, had charge of the British forces in America under Amherst. After a preliminary failure, he distracted the defenders by pretended attacks and succeeded in placing an army by night on the Plains of Abraham. The Marquis de Montcalm at once gave battle but was defeated. Both generals met their death in the struggle.

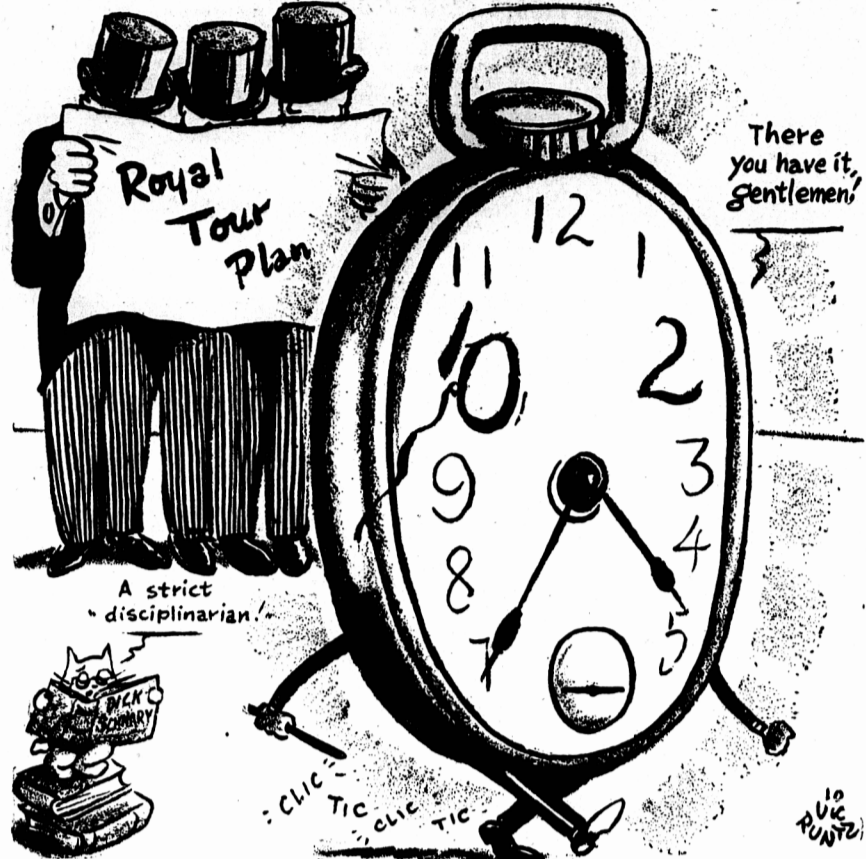
Rev. Father J. E. McGraine, Parish Priest of Lac la Biche, Alta., and his crew of four sea cadets last week sailed their home-made 32-ft. launch 500 miles across England. Teen-aged crew consisted of Jack Wolstenholme, Harold Klein, Wilf Woychuk and Romeo Leboeuf. Through hundreds of locks, they travelled from Liverpool to Manchester, Birmingham, Nottingham, Leeds, down the Grand Union Canal to the Thames at Brantford, and on to London.

Mosquitoes as malaria carriers are as nothing compared with mosquitoes as rabbit destroyers. The grey European rabbit introduced into Australia in the 1860's has flourished so exceedingly that drastic methods are having to be adopted to rid the Commonwealth of a noxious pest. One new method—the release of a virus infection spread by mosquitoes—has succeeded in killing ninety to one hundred per cent of the rabbit population in some districts.

Business changes on a big scale are not very frequent here, the custom now for years being for merchants to continue at the old stand for generations. It is largely on account of ill-health, that Mr. Ernest A. Cudmore is retiring from the grocery business, and his store being taken over by "a rising hope", who has acquired the right and title from Mr. Stewart MacKay to use the descriptive title of "Cash and Carry Store", while he goes into another branch of trading.

The Drug Bill under British National Health Service was \$54 million in first year, 1948-49; in present year, 1951-52, will be \$132 million. Every other person in Britain has had an appliance, such as a truss or elastic stocking, at public expense. Before health scheme was introduced, private and health insurance prescriptions together amounted to 90 million a year. Now more than 200 million prescriptions a year are dispensed. Prescription department of Ministry of Health is about a year behind with accounting.

Officer Commanding



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.

PORT CHURCHILL

Sir,—Your editorial re "Port Churchill" in your issue of the 12th recalls the "Castles in the Air" that were built in Charlottetown around this project.

STREET PAVING

Sir,—You gave us good advice in your editorial in your issue of the 12th, "Crack in Freedom's Wall." Let us deal with things we know about such as the waste in civic affairs, for instance the method of handling the paving now in process.

TIGNISH-MONTROSE ROAD

Sir,—In the complaint about the road from Montrose Bridge to Tignish not having been hard surfaced Messrs. Myrick & McIntosh have rendered a service in bringing the condition before the public.

WOOD LOT CUTTING

Sir,—I think it is high time some of the wood lot owners had a chance to say something for themselves and express their views on whether they should get a chance to make a living or not in this so-called democracy. We hear they can tell you what trees you can cut on your own property and how much.

A GREAT NURSE AND WAR VETERAN

Sir,—I wish to say a few words about a wonderful nurse, the late Mrs. Dr. C. H. Beer, nee Ina Gillies, R.N., whose sad and untimely death occurred a few days ago.

DISGUSTED WOOD LOT OWNER

Whim Road (The new regulations do not prohibit the cutting of more than twenty cords or two acres in one year; they merely require that for the cutting of more than this amount a permit must be obtained.—Ed. G.)

Allison M. Gillis, LL.B.

BARRISTER, SOLICITOR, Etc. 150 Richmond St., Ch'town. Phone 150.

Old Charlottetown

(And P. E. I.)

EARLY RAIL FATALITY

What appears to have been the first railway fatality in this Province occurred on Oct. 30, 1877, the victim being a young brakeman, Thomas Cartmill, about twenty years of age. The accident took place as the afternoon train to Summerside was approaching Bradalbane station. Cartmill fell between two freight cars to the tracks, the remaining portion of the train passing over his body.

Beating Of Gums

(Truro Daily News)

While politicians continue to beat their gums about the need of a new ferry between Yarmouth and New England a larger ferry between Saint John, N. B., and Digby, N. S., a canal through the Isthmus of Chignecto, dredging of Kempton Harbor, and other pipe dreams, matters that are really deserving of attention are going by the boards.

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Notes By The Way

The chief of police of Atlantic City, who couldn't see any gambling there, has been asked to resign—and there's a move afoot to present him with a white cane.—Ottawa Citizen.

Noting that inmates of Canadian prisons are to receive newspapers, Toronto Telegram observes that such sheets cannot be torn up to make exit ladders. But a clever wall-scaler might do the trick with editorial pages that carry a lot of weight.—Ottawa Journal.

Falling over Niagara in a barrel has at last become recognized as the height of nonsense. Falling head-over-heels in love can also be very dangerous, but like the weather nothing is ever done about it and many an unsuspecting girl meets her fate unwarned.—Ottawa Citizen.

It was an uneventful departure of Trans-Canada Air Lines for passengers standing near the waiting room at the airport. A young pilot decided to do something about it. As they headed for the ramp, passengers saw a wingless aircraft brake to a stop in front of the flying club gas pump. "Fill 'er up," the pilot yelled. "Gotta make Toronto in a couple of hours." While they stared in wonder, the unique aircraft sped away along the taxi strip, then disappeared at the far end. The passengers are probably still wondering what they saw. It was a bi-plane whose wings had not yet been replaced. Needles did not try to effect his departure, but sneaked back to the hangar after the flight left.—Port William Times-Journal.

Pieces of London's heritage and history may soon be going to churches overseas. They are marble slabs from the damaged end of St. Paul's Cathedral which are being offered to churches all over the world by the Dean and Chapter. Under the reconstruction plan the familiar marble reredos will be replaced by a baldachin (projecting canopy over the altar), as when originally intended. Sculptures are not being offered. These are to be retained in the Cathedral. It is hoped that overseas churches accepting marble will make a gift to the restoration fund, but there is no suggestion of payment as such.—"From a Window in Fleet St." Ottawa Journal.

The United States News and World Report puts the Iranian oil crisis in a neat nutshell. The Moslem fanatics, it says, have warned Premier Mossadegh that they will shoot him if he makes any concessions to Britain. And so far the fanatics' marksmanship, directed at high officials, has been highly accurate. Common sense tells Mossadegh to make a deal with Britain, but common sense also tells him not to, if he wants to live. And between fainting spells Mossadegh wants most earnestly to live.—Victoria Times.

The Age-Old Story

Behold, the days come, saith the Lord, that I will make a new covenant with the house of Israel, and with the house of Judah; not according to the covenant I made with their fathers in the day that I took them by the hand to bring them out of the land of Egypt; which my covenant they brake, although I was an husband unto them, saith the Lord: but this shall be the covenant that I will make with the house of Israel. After those days, saith the Lord, I will put my law in their inward parts, and write it in their hearts; and will be their God, and they shall be my people. And they shall teach no more every man his neighbor, and every man his brother, saying, Know the Lord: for they shall all know me, from the least of them unto the greatest of them, saith the Lord: for I will forgive their iniquity, and I will remember their sin no more.

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