

THE GUARDIAN

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"The Strongest Memory is Weaker Than the Weakest Ink."

CHARLOTTETOWN THURSDAY, JULY 13, 1950

Strawberry Festival

We are now in the midst of the strawberry and ice cream festival season. The date of the near-by festival is not, perhaps, the red letter day it was a few years ago. Fiddlers are likely to be replaced by some form of canned music. The young people are more accustomed to commercialized entertainments and are somewhat less adept at making their own good time than were their predecessors.

The spirit of neighbourliness shows up even stronger than of yore, perhaps because it is now so seldom that neighbours get together for community fun. The delicacies deserve, and receive, much more attention than would be possible in a city, and the children, escaping the parental eye, are like children of every age.

What is special about the festivals, however, is that however many visitors there may be in attendance they contrive to remain a neighbourhood gathering.

The New Colonialism

External Affairs Minister Pearson says that Canada has agreed to put \$850,000 into the United Nations' expended programme for technical assistance to under-developed countries. Another \$400,000 is to go to assist the newly-formed Commonwealth Consultative Committee for South and Southeast Asia. Mr. Pearson believes that a concerted effort will have to be made to prevent the two programmes from overlapping and duplicating one another.

Puzzling feature of Mr. Pearson's remarks is that he is willing to make two such substantial commitments on behalf of Canadian taxpayers without first making sure that, through duplication of effort, a large part of the money will not be wasted. Equally puzzling is why Canada, which already has large under-developed areas of her own, should be putting up public funds to finance an experiment in international colonialism on the other side of the globe.

Canada's international prestige would not suffer a bit if this whole fanciful and costly project were abandoned tomorrow. Nor has Mr. Pearson given the Canadian people any inkling of the benefits which this country may expect to derive from the two undertakings.

The Cost of Government

Through their Federal, provincial and municipal governments the people of Canada are now spending roughly three times as much as in 1939, according to the studies of the Senate finance committee. State expenditures are rising at a faster rate than the national income which provides them. This is one of the "storm signals" which the Senate committee sees flying above the Canadian economy.

In the present fiscal year, with Federal expenditures up to about \$2.4 billions and provincial budgets rising, it is evident that the total costs of the state will soar to something over \$3.7 billions as against \$1.2 billions in 1939.

In 1949, the last year which the Senate committee discusses, the Federal Government spent \$2,057 millions and the Provinces \$791 millions. The expenditures of the municipalities were not available but they spent \$511 millions in the previous year. Incidentally in 1949 the Provinces collected about \$182 millions less than they spent while the Federal Government collected \$293 millions more than it spent. Its 1950 budget is barely balanced.

As the Senate committee says, all money spent by government comes out of the same pool, the total income of the Canadian people. If the national income rises proportionately as fast as governmental expenditures the burden of taxes, on average, is not increased, though its distribution may vary between the different groups. But if expenditures rise faster than income then the burden for the average taxpayer increases.

The Senate committee therefore compares the total cost of government to the total production of the nation, which must carry it. In 1939, it finds, the gross national product was \$5,598 millions and in 1949, \$15,943 millions. The value of production in depreciated dollars, fell short by nearly \$1 billion of tripling itself in the decade. In the same period governmental expenditures almost tripled and in the current year will be over three times the 1939 figure. From this it appears that public spending has been increasing slightly faster than production. What chiefly worries the

Senate committee, however, is the danger that government spending is being pegged to a high figure which may become un-supportable if production drops at any time in the future.

The key passage of the committee's report, as submitted by Senator T. A. Crerar, chairman, reads as follows: "During the three years following the war substantial reductions in total public debt took place. This was all to the good. Since then this trend appears to be changing and to be headed in the other direction. Your committee feels that in this important field of our nation's business the storm signals are flying and it ventures to suggest that all governments (municipal, provincial and Federal) should give serious thought to this matter; for all, though operating in independent spheres of government, have a joint responsibility.

"The important thing for the individual citizen is not the amount of taxes he pays to each of these independent governing authorities but the total amount in taxes that they take out of his income every year. Moreover, he must learn that the idea of free government service in any field is an illusion.

"No government service anywhere, at any time, is free. It must be paid for by taxation, or borrowing, and both these hold dangers if carried beyond fair and reasonable bounds."

EDITORIAL NOTES

Former members of the North Novas are gathering tonight. Typically, they will be easier to find in these troubled days than in the piping times of rehabilitation.

Quebec is in clover financially, and has just decided to pay off \$11,500,000 debt loan not due and payable for another two years. Premier Duplessis says the Province can borrow at 2 to 3% what the Liberal Government of Adelaar Godbout paid 4% for.

In connection with the Women's Institutes' resolution re a proposed Provincial Museum, mention is made of Geddie Memorial, Cavendish, St. Andrew's (Scotts' monument) and Georgetown as competitors of Charlottetown and Summerside for its location.

The mosquito, it is claimed never travels more than a few hundred feet from its breeding area; embarrassing to host who would like to explain that they come from somewhere far down the road, but at the same time encouraging to those prepared to do something about the pests.

Wars seem to be fought in the most inconvenient places. The one telephone line from the Korean front must serve the military, civilians and newspaper correspondents. Lots of places could have provided better facilities, but so far there have been no offers.

Man is an unpredictable animal, and the scientist as much so as the rest of us. With a never to be repeated opportunity to study their own city offered by subway excavation, a group of Toronto scientists is in a well established fossil deposit in Wyoming, searching for traces of mammals belonging to the tertiary period.

The canned fruit industry is interested in a new substitute for sugar known as sucaryl, which will make their products safe for diabetics and reducers. It has none of the calories of sugar and none of the decomposing tendencies that handicap the use of saccharin in cooking or baking or canning. An additional advantage is that the housewife whose family includes a diabetic will not have to prepare separate dishes.

They look to here from there for efficiency in service. A Canadian ex-official has been making good in England in the person of Mr. J. S. Nichol, C.B.E., M. Inst. T., formerly associated with the old Hudson Bay and Pacific Railway and, during the First World War, deputy auditor and controller of the Imperial Munitions Board in Ottawa. He has been promoted Chief Officer (Research and Charges) of Britain's new Road Haulage Executive.

Treaty of Berlin this date 1878. Russia attempted in a treaty with Turkey at San Stefano to divide up the Balkans to their own satisfaction at the expense of the other European powers. This roused opposition, and threats of war. A second conference, known as the congress of Berlin, was called; sat for a month, and concluded with satisfactory adjustments, all around. Britain's delegates, Lord D'Israeli and Lord Salisbury returned with the famous declaration "Peace with Honour!" This continued more or less true until 1904 when Russia having occupied Manchuria went to war with Japan which had designs on Manchuria. This led up to the present hostilities.

Not Likely With The Big Fellow Around



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.

PRAIRIE MADNESS IN HALIFAX?

Sir.—A recent editorial complains bitterly that it costs \$1.40 to ship 100 pounds of canned goods from Toronto to Vancouver, but \$2.77 to pay for a similar shipment of goods to Calgary—which is on the way to Vancouver.

The railway companies point out that, if they made the same charge on a shipment to Vancouver as they now do to Calgary, the traffic would go by ship. In that case, the railways would earn less total revenue, and would have to increase the rates on other traffic to keep going at all.

Calgary suggests an alternative—which is to make the rate to Calgary the same as to Vancouver. The railways retort that in that case also, their total revenues would be decreased, and it would be necessary to increase other rates. They argue that this problem of making what seem to be discriminatory rates in order to meet competition of other types of transport has been explored by railway officers, transportation economists and regulatory bodies, with unanimous agreement that competition should be met, provided the competitive rate return even a little over out-of-pocket cost, both in the interest of the railways and the community at large.

Naturally, people who live in Calgary prefer to believe that some other solution could be found, and that they are entitled to the same transportation advantages as are the people of Vancouver. They object to the favoritism shown by Providence, in putting the ocean so close to Vancouver and so far from Calgary. The editorial in question would be quite to be expected in the columns of the Calgary Herald—where such editorials have frequently appeared.

The editorial under discussion was printed, however, in the Halifax Chronicle-Herald, and that leads to the question of why a Maritime newspaper should be advocating rate-making policies which might conceivably produce higher freight rates to Vancouver from Central Canada, or lower rates to Calgary, but which would certainly lead to higher freight rates for the Maritimes.

This is an extraordinary stand for any Maritime newspaper to take. Is the Chronicle-Herald confusing itself with the Calgary Herald?

I am, Sir, etc. MARITIMER.

A TOURIST VIEWS CHARLOTTETOWN

Sir.—Travelling has been one of my "gifts from Heaven" and, rather than hide my light under a bushel, I jot down the many things I see as I go along.

Most of the sights I see and observe are the really lovely things about a place and those are the points which go into my notebook. In Charlottetown I have seen many delightful observations after being here three days but I am going to do the unusual and let fly at the "negative aspects that have bumped me between the eyes. Here they are:

Charlottetown appears to be asking for tourists on the one hand and discouraging them on the other hand. For instance, almost every Canadian girl and boy has read Anne of Green Gables and his dream has been to see the house in which the author lived and around which she wove her story of "Anne". Hence, hundreds of Canadians flock to Prince Edward Island via the Capital, Charlottetown, to see "Green Gables".

Now, "Green Gables" is not even mentioned once in the Charlottetown Tourist Guide, while other outside points even contain pictures of their locations. "Green Gables" cannot be reached by any means of transportation from Charlottetown, except by expensive taxi. There is no bus service to "Green Gables". Think of it, the very place we tourists came to see!

Things were not quite so black for me, however, because after walking the main street and making inquiries I found that someone was getting up a carload to go to that famous place. The driver, although he had

Regional Unity

(St. John Telegraph-Journal)

The Transportation Commission of the Maritime Board of Trade is financed by the governments of Nova Scotia, New Brunswick and Prince Edward Island. Its function is to protect the interests of the three provinces, where freight rates are concerned, and it has repeatedly demonstrated its value.

Newfoundland has now asked to be included in the scope of its activities and offered to contribute to its support. Apparently, an arrangement which provides for this will be made soon, unless there is some last-minute hitch.

As its name implies, the Transportation Commission is an agency of the Maritime Board of Trade, although it is maintained by funds from the provincial governments. The Maritime Board of Trade embraces local boards of trade in Nova Scotia, New Brunswick and Prince Edward Island.

If Newfoundland is to be served by the Transportation Commission, the Maritime Board of Trade will presumably extend membership to the various boards of trade of Newfoundland. This would seem to be a good move not merely because of matters relating to the Transportation Commission, but because it would add to the Maritime Board of Trade's influence and prestige.

Obviously, if it speaks for the business and industrial leaders of four provinces, the Maritime Board of Trade will have a stronger voice than if it speaks for three. Similarly, on freight rate cases of a general nature which involve the whole Atlantic region, the Transportation Commission should carry more weight if it represents four provinces.

Newfoundland, Nova Scotia, New Brunswick and Prince Edward Island are vastly different in many respects and each faces its own set of problems. There are points on which they will never see eye to eye, issues on which they won't agree. Yet there are some problems—the high cost of transportation, for example—which are common to all of them, and which they can solve best by working closely together. The affiliation of Newfoundland boards of trade with those of the other three provinces, through the Maritime Board of Trade, should help create unity.

driven across Canada, had not been to Prince Edward Island before. To our chagrin, our road map, so well marked, was useless because the highways WERE NOT MARKED.

We reached our destination by going a considerable distance out of the way (took the Stanley Bridge route). Returning, we wished to see Dalvay Beach. We never did get to Dalvay Beach, as neither the official Tourist Guide Map nor the roads were numbered. There were many "white arrow" signs but, invariably, when we followed one of them it took us to a three-road intersection and we didn't know which way to turn. I said: "Hurrah, here's Dalvay Beach!" It was the suburbs of Charlottetown.

Four other cobzozles that struck me between the eyes were: No benches in Queen Square except three or four broken-down backless ones. This morning I searched vainly for one on which to read my mail and get some sun. Finally, I propped myself up against a monument.

No garbage containers in Queen Square. Carried my empty envelope two blocks and am ashamed to tell you what I did with them, finally.

No Restrooms. There is one in the old Market Building, but it is locked—lock, stock, hammer and barrel. No public transportation system in the City of Charlottetown. After a big day of sightseeing I wanted a swim in the warm, salt waters of the Gulf. I had to walk over one mile to Park Roadway swimming beach. Was exhausted on the way back; some lady picked me up and drove me home.

I am, Sir, etc. DORIS A. MOORE.

The Age-Old Story

Love not sleep, lest thou come to poverty; open thine eyes, and thou shalt be satisfied with bread.

The Poet's Corner

FROM 'THE SOLITARY REAPER'

No nightingale did ever chaunt More welcome notes to weary bands Of travellers in some shady haunt, Among Arabian sands; A voice so thrilling ne'er was heard In spring-time from the cuckoo-bird, Breaking the silence of the seas Among the farthest Hebrides.

Will no one tell me what she sings?— Perhaps the plaintive numbers flow For old, unhappy, far-off things, Or is it some more humble lay, Familiar matter of today? Some natural sorrow, loss, or pain, That has been, and may be again? —William Wordsworth

Old Charlottetown (And P. E. I.)

NEW ISLANDER OFFICE

"Our next number will be issued from our New Office, in Water Street, adjoining Gainsford's Brick Building, and within two or three hundred yards of the Post Office and Customs House, whither our establishment will be removed forthwith. We have taken and fitted up these large and commodious premises with two views — First: to afford increased and enlarged facilities for carrying on the Printing business; and secondly — to establish a Reading Room. We believe we are almost the only town, and certainly the only metropolis in North America, where such an establishment does not exist; and being firmly convinced that the time has arrived when we should no longer labour under this disadvantage, we have determined to make the venture, in the hope that we shall neither lack encouragement or support in our undertaking. A Prospectus will be issued in a few days in the form of a circular, and will be generally distributed. We confidently rely on the assistance of the intelligent portion of the community in giving effect to our project."

Rebel Against Razor Blade

(Montreal Gazette)

A captivating feature of the bulletins that descend regularly and in considerable volume upon newspaper offices from the agencies of foreign governments is that their usually serious contents are lightened, every once in a while, by somewhat bizarre items of "human interest." An example was presented by a recent bulletin from the information service of the Government of India. Embedded amidst a great deal of solemn material about India's position regarding the war in Korea and the new segregation law in South Africa was the following report:

"New Delhi — Claiming to possess the world's longest whiskers, Pritam Singh, a Rajput chhaprai (office boy) in a Government of India office, has told the press that he is determined to grow them till they reach the tips of his toes. The whiskers are already two yards long and represent 30 years of careful grooming and loving solicitude. But for the "thoughtless habit" of clipping them in his youth and the antics of his sons who cut off six inches from either side eight years ago, Pritam Singh believes he would have achieved his ambition by now. He now thinks it might require another 20 years.

"He recalls how during his army days he sought for persons in different countries who could be a match with him but found none. He has never used any tonic or unguents on his whiskers. About clean shaven faces he says: 'Just a lot of potato faces — a disgrace to mankind.'"

Notes By The Way

A 13-year-old Butler, Pa. youngster named Ken McCafferty sold doughnuts and worked at odd jobs all winter to earn money to attend the annual Boy Scout jamboree at Valley Forge, Pa., but when the Butler County delegation took off, Ken wasn't with them, the Associated Press reported. Ken was at home with a little case of mumps. When he is a little older he will discover that times will always go flat on rainy nights when one is all dressed up that the money one saves for a new suit has to go to the hospital that patches up a broken leg; that the income tax is twice the amount you figured it would be; that if you're not careful a bad egg is likely to slip into your omelette. Life, Ken old fellow, is like that some of the time!—Cleveland Plain Dealer.

A Portland Oregon youth left Portland June 11, went up the Pacific Coast and the Skeena river, made their way by streams and portages into the Athabasca system, paid their fare 300 miles overland to Edmonton and then went back to their canoe and water. Their latest point of call was Prince Albert. They intend following the river to Lake Winnipeg, work down into the Lake waterways, portage from Georgian Bay waters, into the Ottawa river system, paddle down to the St. Lawrence and end their trip at Riviere du Loup, in August, they hope. The voyagers will gain a good deal more than fame from their trip. Rev. J. W. Beard and young Joe Kirkwood will have an appreciation of Canada's vastness and greatness that is denied to most. —Calgary Albertan.

The case of the vicar in Godmanchester who refuses to put a number on the door of the vicarage touches on an important British right. Other nations may be satisfied with numbered streets and numbered houses, but the Englishman's castle must have a name. He reserves the right, of course, to draw his house name from any source. He may, if newly wed, like to combine his own first name with his wife's. Hence "Kenjoy", "Dougtruth", and an infinite number of other combinations. Or he may like to recall his honeymoon. "Lamorna", "Lugano" and "Capri" must revive happy memories for their occupants. The more locally-minded person will have an eye to his surroundings. If his house stands on the slightest suspicion of an eminence, it is

thoughtfulness of the information service editor in including such an item to brighten the summer dog-days of newspaper editors.

Jane Cowl, one of the great ladies of the American stage, is dead. Those who saw her on the stage as recently as two years ago, when she last appeared in Chicago, will find it difficult to think of her as a woman of 65. To those who saw her as Juliet nearly three decades ago, she will always be Juliet. In the annals of the American theatre she will be recorded as the Juliet. She made theatrical history when she played the part for 850 successive performances on Broadway. It was her favorite role. She could never bring herself to see another portray it. A successful author and playwright, Jane Cowl was, above all, an accomplished actress. In her death, the American theatre has lost one of its great stars. —Chicago Daily News

From place after place along the coast of this island come news of the arrival of caplin. For bank fishermen who rely upon this first cousin of the smelt for bait, and for shore fishermen who wait for the coming of the caplin with the knowledge that the cod will be hard upon their trail, this is usually good news. Uncertainty about prices and markets may curb the usual excitement attending on this annual phenomenon which throws millions of tons of edible fish upon our shores to be used only for bait and fertilizer but if the cod are "eating the rocks" as some reports suggest, the natural urge of the born fisherman will get the better of his economic doubts. — St. John's News.

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