

THE GUARDIAN

Authorized as Second Class Mail Post Office Department, Ottawa. The Island Guardian Publishing Co. President and Associate Editor, Ian A. Burnett, Associate Editor, Frank Walker. CIRCULATION "Covers Prince Edward Island like the dew" "The strongest memory is weaker than the weakest ink". CHARLOTTETOWN, SATURDAY, FEB. 7, 1953

Civic Affairs

The civic accounts presented at last night's annual meeting of the City Council show a surplus of \$2,390 on current account but the overall picture is less encouraging. The City's net debt stands at \$2,774,517, representing an increase in 1952 of \$383,863. On a population basis, the debt amounts to \$176 per capita. Distributed among our 5,400 taxpayers, it amounts to some \$513 per capita, or practically five times the current levy for real and personal tax. As Mayor Stewart points out in his report, the payment of debenture interest and sinking fund on this debt is a heavy load on the city treasury. We are by no means singular in this respect, as the problem of municipal financing all across Canada is becoming more and more acute.

There are several factors to be taken into account in connection with the increased indebtedness incurred in Charlottetown. Heavy expenditures were required for permanent street work, which could not longer be put off. The sinking fund, in accordance with expert advice on the subject, has been substantially increased. The unusually heavy expenditures for snow removal last winter, and for asphalt patching during the summer, have now for the first time been charged against current account. The City's sinking fund and investments have been placed, under a new agreement, with a trust company, and it is hoped by expert handling of these funds that their earning capacity will be increased considerably. A new system has been inaugurated for the collection of tax arrears, and a large increase over the previous year's collections is recorded, with the expectation of getting still more satisfactory results this year.

Looming ahead is the big problem of financing additional school accommodation. As Finance Chairman Johnstone states, something definite must be done to alleviate the situation this year. The question of a high school has not yet been determined, but the School Board has been authorized to have plans and specifications prepared, and tenders called, so that the Council will have a concrete figure available for further discussion and consideration.

It would be idle to disguise the seriousness of the financial situation from the civic standpoint, or the likelihood of further tax increases to meet further requirements if substantially increased aid under the Federal-Provincial arrangements is not forthcoming. This, as noted above, is a Canada-wide issue in which all the municipalities are concerned. By keeping well within its current expenditure estimates, our local Council has set a good example; and it should be constantly reminded of the necessity of economizing at all times. This unfortunately is not a cure-all for the present problem, for the services required by citizens today are out of all proportion to what they were a few years ago, while revenues show comparatively little variation. All that can reasonably be required of our civic administrators is the exercise of conscientiousness and good business judgment, and the reports presented last night show every evidence of these qualifications.

Thoughts On Education

President Sidney Smith of the University of Toronto does not agree with the contention that the high failure rate in certain first-year courses is due to university standards being too exacting. He admits that the value of a university degree is not absolute, but holds that no benefit can be conferred on students by lowering the requirements. In his annual report, President Smith goes on to say: "Education can be a great adventure, but it is a tough adventure—mountain-climbing, not sleigh-riding. I am thoroughly in favor of making dull things interesting, but I question whether it is really in the interests of pupils to make difficult things easy. The way to challenge young men is not to lower standards, to encourage short cuts, to require only average attainment, or to neglect the brilliant among them. We misapprehend democracy if we concentrate on pulling up the lowest to reach the average level and fail to give scope and guidance to the best to rise above it."

In support of his statement President Smith used a striking parallel with athletics, borrowed from the renowned President Etienne Gilson: "No one objects to Canadians becoming healthier and taller,

The inequality of individual physical endowments is recognized, and championship, which is 'carefully cultivated natural inequality', is revered as an example to all. We need, as part of our educational philosophy, a comparable respect for excellence in the mental and moral spheres."

The Ottawa Journal, in quoting the above statements with approval, suggests that among the factors responsible for so many student failures is what someone has defined as "a diminished emphasis on discipline in our society in general." Teachers' low salaries, doubtful teaching methods, a world filled with distractions, the things in homes which breed juvenile delinquency—all such evils make education difficult. The over-all evil is the breakdown in discipline, the disrespect for authority whether at home or at school, the dislike of restraints—these plus the state of mind produced in youth by the cranks and faddists, the champions of "self-expression", the people who believe that children should be left to decide for themselves what they should learn—or even whether they should learn at all.

This truth needs to be repeated. It is precisely the point made some years ago by the great British educationist, Dr. L. P. Jacks, when he pointed out that the form of education—even education for democracy—must of necessity be aristocratic. "Education," he wrote, "presupposes the eternal difference between wisdom and folly, between ignorance and knowledge, between the good and the very good, in the last resort the difference between the best and the worst. That spells aristocracy—the aristocracy that is rooted in the constitution of the world and in the nature of human mind. Aristocracy, impossible as a form of government, is a necessary principle of education, the one and only solution to the problem of Power, which a thousand political experiments have not yet solved and which, indeed, is insoluble on political grounds. Education can never be carried on by a plebsite of the taught. The wisdom of the teacher cannot be ruled by the vote of the pupils."

Getting back to this first principle of education might indeed help to solve some of our present educational problems.

EDITORIAL NOTES

Tomorrow, Sexagesima.

Five sets each of 332 British books, 1600 in all, specially chosen by the British Council to interest Canadian university students, are now being exhibited across Canada. They are scheduled to be shown at Prince of Wales College here, March 30 to April 4.

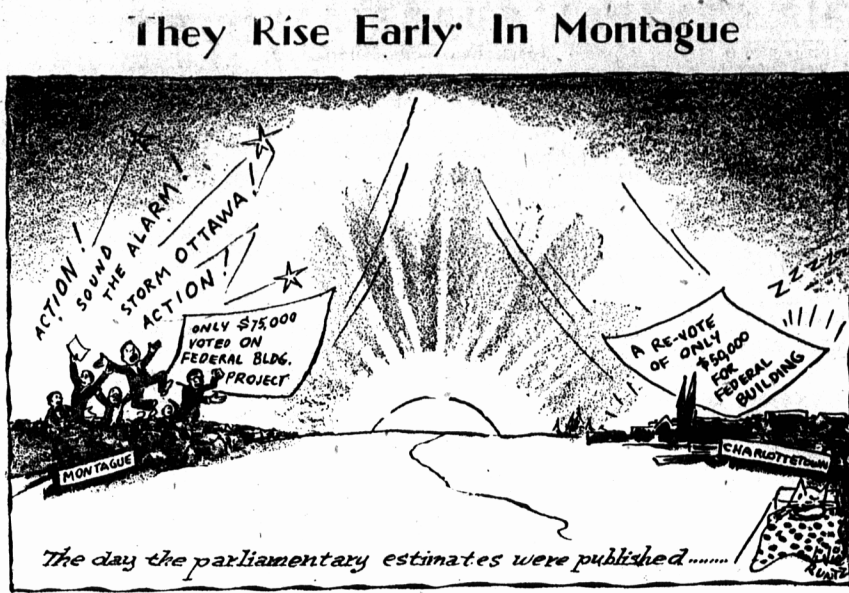
George Henry Hubert Lascelles, seventh Earl of Harewood, grandson of King George V, was born this date 1923. He succeeded to the earldom in 1947. As Viscount Lascelles he served in the Second World War, being a prisoner of war during 1944-45. He then became A.D.C. to the Governor General of Canada, the Earl of Athlone.

The latest report from the Department of Agriculture Marketing Service gives the total number of carlots of table and seed potatoes from P. E. I. as 5367 an increase of 3235 over last year. Nova Scotia shipped a total of 65 cars and New Brunswick 5026 cars a decrease of 1080 carlots over the same period last year.

Fluoridation of the water supply to combat tooth decay has still to win medical approval. Practically all dental authorities have approved of the measure, but general practitioners are still diffident as to the effect of the chemical on the human body. While the weight of evidence is in favor of fluoridation sufficient time has not yet passed to rule out possible undesirable effects.

British Columbia apparently will provide the next test of Canadian public opinion. The Government announces that it will call an election before the summer. It is anticipated that it will hold the poll at the earliest possible date in the spring. With slight changes in the election law and a brief session of the Legislature, the election could be held in May.

The market committee under Councillor Cudmore has advanced a constructive proposal for making over the present Market Building into a community centre, providing auditorium, museum, archives, bus terminal and other badly needed facilities for the city. This is a matter about which many of our citizens have felt strongly for several years. It should not be difficult to provide adequate market accommodations elsewhere for the limited number now using these facilities. The building at present, as Coun. Cudmore states, is a white elephant and if it cannot be put to profitable purpose it will have to be closed. Certainly it could be utilized to excellent advantage along the lines proposed.



Road Building In Canada

By C. W. Gilchrist, O.B.E. Managing Director, Canadian Good Roads Association

(Concluded from yesterday's issue)

The character of the provincial-municipal relationship with regard to road building was changed forever when the first motor car was built in Canada in 1893. With the beginning of mass production of motor vehicles in 1904 by the Ford Motor Company, the whole complexion of governmental responsibility for roads changed.

In the beginning, the new vehicle was widely regarded as a modification of the buggy; it was, in fact, named the horseless carriage. Its requirements were believed to be very little different, but the very vocal corps of early motorists that banded together in good roads associations soon let it be known that they needed and demanded something better for their horseless carriages than their dirt roads of that era.

The persuasiveness of their arguments began to take effect and roads which had for many years been cared for by local governments began to return to the provincial governments.

The reasons for the senior government's renewed interest were clear. For one thing, with the range of travel increased because of the automobile, roads became more than local in character; they became of province-wide concern. Their return to the provinces was more than a centralization of financial authority; because it was beyond the capacity of small local governments to provide massive machinery and skilled personnel, the provinces became road builders in fact and substance. They began to form their own road building departments in the early part of the century and by the 1920s they had embarked on programs that formed the basis of the existing highway system throughout the country.

From 1920 to 1930, in the period when the automobile made great technical progress and its price was brought within range of the average consumer's pocketbook, the number of motor vehicles more than tripled, from 408,790 to 1,232,489. Surfaced roads during the same period increased from 45,000 to 81,000 miles, an increase of 87 per cent. This was by far the greatest proportionate increase in vehicles and roads in any comparable period.

The first modern road was made of Portland cement concrete between Hamilton and Toronto in 1910 and many hard-surfaced roads were built in the next decade to ease the pains of the motorist and further broaden the market for cars and trucks.

In the 10 years following 1930 the Canadian economy was flourishing around in a depression and the increase in vehicles and roads failed to maintain the pace set in the previous 10 years.

Then in 1939 the nation was plunged into war and restricted civilian production of motor vehicles, rationing and curtailed provincial road building budgets held back the normal development of road transport.

With the end of world conflict in 1945, pent-up purchasing power and a greatly reduced productive capacity were freed and a road system that had suffered for years from peacetime neglect and wartime austerity was flooded with motor vehicles. Registrations of motor vehicles more than doubled from 1945 to 1952. There are now more than 3.1 million on Canadian highways and streets—and the third million motor vehicles to be added to the nation's fleet took just four years.

The results of this great increase in automobiles, trucks and buses are evident on every hand.

In a paper on the trucking industry, Mr. Magee of the Canadian Automotive Transportation Association pointed out the great increase in trucks on the roads and the steadily growing importance of the trucking industry. The great increase in the number and weight of trucks has, of course, contributed greatly to our present problems in providing highways and streets for this new traffic. The first Winton truck that jogged along Canadian roads in 1903 was the progenitor of a commercial fleet that now numbers three-quarters of a million units.

The passenger automobile has, of course, contributed more than its fair share to our troubles. Not only has car ownership rocketed during the post-war years, but the use of the passenger automobile has increased greatly. A decade ago many car owners were content to drive their cars during the few months of snow-free driving; now they demand year-round roads. The amount of so-called "essential" driving has increased greatly. In short, the use of cars

is geared to our standard of living and has, in turn, been responsible for much of its improvement during the past decade. The recent survey of car ownership and use undertaken by the Canadian Automobile Chamber of Commerce reveals our dependence upon the automobile.

According to this survey, six of every 10 professional people use cars every day; salesmen are next with 58 of every 100. Other groups are: clerical, 47 per cent; skilled workers, 44 per cent; farmers, 41 per cent; semi-skilled, 39 per cent; service workers, 30 per cent; housewives, 27 per cent. The fact that 27 out of every 100 housewives use a car every day is one of the most striking revelations of this poll. It is said that 83 per cent of car use is for two broad categories: essential travel of one kind or another. Pleasure travel has shrunk to negligible proportions. It is doubtful whether, under present conditions, there can be any "pleasure" travel. The problems of traffic may be divided into two broad categories: the rural and the urban. Both are very different in character.

The Poet's Corner

FROM "THE CRUISE OF THE 'NONA'"

There is no fortress of man's flesh so made. But subtle, treacherous Time comes creeping in. Oh, long before his last assaults begin. The enemy's on; the stronghold is betrayed, And the one lonely watchman, half-dismayed, Beyond the covering dark he hears them come: The distant hoars of Death that march with muffled drum.

—Hilaire Belloc.

Old Charlottetown (And P. E. I.) IMMIGRATION SOCIETY

The Colonial Herald of May 8, 1941, reports that at a meeting held at the house of the Hon. J. H. Peters a prospectus for the formation of a Society to encourage emigration from Great Britain to Prince Edward Island was agreed upon. The prospectus provided:

Every person subscribing the sum of £5 to be entitled to select from emigrants consigned to the Society, two servants, male or female, of the following description: domestics, as farms, gardeners, etc., or one farming bailiff or cook. Every person paying £2 10s. to be entitled, in the same manner, to one servant, but in the case of farming bailiff or cook, £5 to be paid. Three farming laborers to be considered as two domestic servants, and paid for accordingly. Two male servants or laborers, under 18 years of age, and two women (not cooks), to be considered as one adult man servant.

Provision was also made for the appointment of an agent in London, with several correspondents in the country, to transact the Society's business in respect to forwarding emigrants, and affording them necessary information. This agent would be authorized to advance, in part payment of passage, £2 for every adult, and £4 for every person under 14 and of age to be employed; also to keep a particular register respecting the wants of the Colony, in all particulars as to be considered "but no pecuniary aid will be given by the Society to any other classes of persons than those before enumerated." Edward C. Haythorne and William Swaby, Esqs., were appointed to receive subscriptions.

It is an example of a high-standard highway that is obsolescent 15 years after its construction. This highway will have to be supplemented by another highway in the not-too-distant future.

It is not only these main highways, the Queen Elizabeth Way or the Malabar Drive, that are our only concern. Far and beyond these highways are the little back roads that comprise by far the bulk of the nation's half million miles of roads.

Rural arteries are normally classified in three categories: the primary or main road connecting major centres of population; the secondary or interconnecting road; and the rural or feeder road. Each has its place in the road transportation scheme and while we are more prone to become concerned about the main highways, which we urban dwellers most frequently use, the secondary and farm roads are vital to our economy.

The farm community, which is an important ingredient of our economic and social life, has been brought to its present state of well-being by the quick and convenient means of transportation provided by road transportation. The automobile and the truck have greatly broadened the farmer's markets. They have brought to him all the amenities enjoyed by his city cousin. The importance of rural roads in our highway systems, therefore, must not be overlooked. A good roads program is one that keeps the requirements of these three categories of roads in their proper balance.

PROUD CENTENARIAN

ST. IVES, England, (OP)—Mrs. E. M. Freeman celebrated her 100th birthday in this Cornwall town. Among her nine children was the late Sir Ralph Freeman, designer of the Sydney harbor bridge in Australia. Eastern Pakistan is warm and humid, with a heavier annual rainfall than western Pakistan.

The Passing Scene

By Observer

ACADEMICALLY SPEAKING

A distinguished literary critic, himself—a doctor of philosophy, comes out with the opinion that "the Ph.D. degree is the most discredited of all academic institutions. It is a real Public Enemy." Like all other "children of this world", literary critics are far from infallible in their opinions and judgements and, no doubt, they sometimes say things just for effect without stopping to consider any exaggeration that might be involved. Lawyers, politicians, and even preachers, have been known to do the same.

While making due allowance for this it must be admitted that there is at least a modicum of truth in what this particular critic has to say about the highest literary award that can be earned by any student. (There are of course many number of so-called honorary degrees that carry as much weight as the Ph.D. but as an earned distinction it outranks everything else in the field.)

Not that there is anything especially baneful about a doctorate in philosophy and I am sure the cantankerous critic I quoted at the beginning would not go so far as to say that. But it does indicate in the minds of many students a finished, completed education, and therein lies the danger. I say "many" students for of course the student who possesses the artistic instinct—and there are some in all fields of education—knows that every academic award from the High School to and including the University does nothing else but mark a new starting point in the business of learning. For them there is no danger.

The dictum of Pope that "A little learning is a dangerous thing" has been amended to read: "A little learning is a dangerous thing to those who imagine it is a great deal." And the trouble with the Ph.D. or anything else that seems to suggest finality is that it is likely to make the recipient imagine that he knows a great deal more than he actually does.

This danger, too, is of course often reached long before the final academic signpost appears on the road to learning, but the effect is the same. Whenever a student begins to feel that his knowledge is extensive his mind is about ready to enter the arid land of sterility. The wide graduate in any school of higher or lower level, that is to say the student who is fortunate enough to possess the artistic instinct (the true artist never claims finality for his work), is perfectly aware that while he may know something about a lot of things he doesn't know much about anything. Blessed is the man who is in such a case for he is then ready to put his one talent to work instead of wrapping it up in a napkin.

Some one has said that the whole aim of an education is to help in the making of intelligent and discriminating choices. This view appears to be a good one for certainly life itself is largely a matter of true and false choices. Choosing the relevant and rejecting the false is not always a simple process, perhaps not as simple and easy as some well-intentioned moralists would have us believe. It involves arduous discipline, much philosophic training, and a great deal of mental labour, all of which is included in what we usually refer to as liberal education.

A man may collect all the facts, so-called, that are to be found in the best academic storehouses, and thus be eligible for the highest academic award, but if he does not know how to discriminate between the relevant and the irrelevant, the important and the trivial, he is no better off in any essential sense than the veriest dilettante. In other words, he is no better fitted for the business of living than his neighbor who happens to have only a handful of facts at his disposal.

One of the richest delights that life affords is to see an old man busy in the pursuit of learning. Indeed, a man is—ever old in spirit so long as he can find enjoyment in intellectual labour. Here my thoughts turn to an old minister I used to know on this Island. He happened to be old enough to be my father but we were very close friends. A man of striking personality and a scholar of the old school. This latter is another way of saying that he was well grounded in matters academic. But always there was the thirst for more water from the "Pierian Springs", and his Greek Testament with sundry expositions thereof was never out of his reach.

The Age-Old Story

Remember the former things of old: for I am God, and there is none else; I am God, and there is none like me, declaring the end from the beginning, and from ancient times the things that are not yet done, saying, My counsel shall stand, and I will do all my pleasure.

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