

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, TUESDAY, SEPT. 9, 1952

V. O. N.

The proposal to establish a branch of the Victorian Order of Nurses in Prince Edward Island is long overdue. The V. O. N. was created in 1897 for the definite purpose of establishing trained nurses in localities such as villages and townships remote from hospital centres, and has representatives in each of the other provinces. With the growth of the Order, the field of activity was broadened to meet the demands of health and social agencies in the large centres of population, but the main work of the Order is still carried out in the villages and rural areas.

The primary function of the Victorian Order is bedside nursing and teaching of health in the homes visited. Three types of care are given by the nurses: maternal and infant welfare, general nursing and health education. Maternal and welfare cases constitute the greater number of visits paid. Where the Order provides the only public health nurse, the programme is usually enlarged to include school nursing, assistance at immunization clinics and child health centres.

Hospitalization has come in for far more public attention than has home nursing but the need for the latter is unquestioned. This Province already has a well organized and dedicated body of Registered Nurses but the visiting nurse has a very definite place to fill.

The Saar—Apple Of Discord

Among the most significant but least discussed developments of the summer months is the effort being made by France and Germany, through direct negotiation, to arrive at a settlement of the thorny issue of the Saar. In strictest secrecy, West Germany's Foreign Affairs Secretary, Dr. Walter Hallstein, has been discussing in Paris with French Foreign Minister Robert Schuman, ways and means of a Saar settlement which will pass the scrutiny of hyper-sensitive and suspicious Parliaments in Paris and Bonn.

Small in area, the Saar is rich in coal and steel. The country which controls the Saar becomes, ipso facto, the strongest industrial power in Europe. Rivalry for the possession of this rich apple of discord could once again, as it has in the past, widen irreparably the rift between the French and the Germans. Public sentiment in West Germany tends towards an outright reincorporation of the Saar within the Reich. France, meanwhile, with a fifty-year lease on the Saarland coal mines, holds virtual control of the area. The 900,000 inhabitants of the Saar, being predominantly German by race and temperament, impressed by the spectacular rise of Germany from the ruins of war, tend to look to Bonn rather than to Paris in plotting a course for the future.

The problem confronting Dr. Hallstein and Monsieur Schuman is to discover some middle course which, while allaying both French and German fears, will ensure that the economic strength of the vital Saar industries is brought to bear in the overall Western European defence scheme. So long as the issue remains unresolved, the Saar will continue to cast a long shadow over NATO plans for Western European unity in the face of Soviet aggression.

Export Trade On Increase

Exports in dollar values were 20 per cent higher in the first six months of this year than in the corresponding period of 1951, reports the Bureau of Statistics. It is gratifying to note that to the United Kingdom the exports rose by nearly this figure to a peace-time record of \$394 millions. The United States market during this period showed a small increase from \$1,110 millions to \$1,113 millions, but took only 53.3 per cent of Canada's exports compared to 58 per cent in the same period of 1951.

In the first half of the year, exports to the increasingly important Latin American market were almost doubled from the same period last year. Exports to South and Central America rose from \$80 millions to \$148 millions and to Europe from \$115 millions to \$192 millions. There was also a sharp increase in trade with European countries. Nor did Commonwealth trade suffer as a result of expansion in these markets. Exports to Commonwealth countries other than the United Kingdom rose

from \$105 millions to \$147 millions. The Bureau divides its figures into nine main commodity groups, of which seven showed increases, one remained unchanged and only one (animal products) decreased during the first half of this year. Cattle and processed beef accounted for most of the decline in this latter group from \$175 millions in the first six months of 1951 to \$111 millions this year.

A sharp increase in wheat and other grains made for a substantial increase in the agricultural products group from \$356 millions last year to the unprecedented high of \$490 millions in the first six months of this year. All other groups—wood products, iron products, fibres and textiles, chemicals and miscellaneous—increased during the first half of this year.

EDITORIAL NOTES

The Battle of Flodden was fought this date 1513. King James IV of Scotland was defeated by an English army under the Earl of Surrey and some 9,000 Scots killed or wounded. The English loss, however, exceeded 6,000 and the dearly-bought victory paralyzed Surrey's northern advance.

Prime Minister St. Laurent's statement that there isn't sufficient hospital space in Canada to make a Federal health insurance scheme possible is a challenge to the Canadian people. If there is not enough hospital space for government financed hospitalization, then there is not enough hospital space.

The first British flyer to exceed the speed of sound, some four years ago, has died. John Derry was only thirty when his aircraft blew up at over 700 m.p.h., killing its two occupants and twenty-five spectators. Like scientists, however, such test pilots fly their powerful machines to see if it can be done and those who come after profit by their failures as well as their successes.

The Federal Government as well as the Canadian Bar Association holds that appointment of judges should be by merit. The difference of opinion is over whether that end is as well achieved by appointment by the Cabinet as by appointment by the Minister of Justice as proposed by the Association. It certainly seems logical that the Minister of Justice should at least have the principal say in such appointments.

For the second time this century South African ostrich farmers are experiencing a boom brought about by the fashion houses of the world, which are again using ostrich plumage for their models. The beginning of this new boom was felt in 1946 when Queen Elizabeth began wearing ostrich feathers at important functions. The United States began to buy the plumes in quantity, and prices rocketed 50 per cent. No figures are available for the past few years but exports are increasing day by day. Single shipments to New York have been worth \$12,000.

Death came yesterday to Henry Fitzgerald. In his less than three score years of life, almost half of which were spent in a condition of paralysis, Mr. Fitzgerald uttered not a complaint. Had he been born and spent his early years as he did the latter part, his fortitude and serenity, would still have been an inspiration to all. But in his youth and college days, Henry Fitzgerald was an exceptionally fine athlete, to whom the joys of physical prowess were felt to the full as he participated in practically all sports. Then the injury and progressive paralysis which destined him first to the sidelines in sport and the sidelines in community affairs. It was his unconquerable spirit which, defying the loss of every physical support, enabled him to continue as the center of his family, guiding and directing their affairs, and at the same time through them maintaining and sharing in the interests of his Church and community.

In the death of Mr. Charles Henry Blackwood Longworth, Prince Edward Island's yesterdays receded noticeably further into the past. Mr. Longworth bore an honoured name and carried on the traditions of one of the Province's most distinguished families whose prominence in Island affairs preceded Confederation. A gentleman of quiet dignity, he was a scholar and businessman whose courtesy was un-failing. During his younger years he gave freely of his time in the business and cultural life of the Province and was active in the Canadian Chamber of Commerce, Maritime and Island Boards of Trade, Charlottetown School Board, and many civic and provincial organizations received his generous support. A faithful member of St. Paul's Anglican Church, he took an active part in promoting its work. To his sorrowing wife and daughters, the Guardian extends deepest sympathy.

Educating Job



Old Charlottetown

(And P. E. I.)

MANY LOBSTER FACTORIES

"The lobster canning business promises to be very active in King's County next summer, many new factories being in course of erection. At St. Peter's John A. McLaine, Esq., is erecting a factory. At Black Bush, Messrs. Brownell & Cheverie one, at Bull Creek, Messrs. McLean and Morrow one, at McInnis's Cove, Macdonald, MacDonald & Co., one; at Campbell's Cove, Messrs. C. C. Carleton & Sons are enlarging theirs; at North Lake, the Gulf Shore Packing Company are erecting one, and also another at Bothwell on the south side of East Point, while at the extreme East Point, Messrs. Cairns & McInnis have one under contract. In addition to these Mr. Healy has one at Red Point, one at Souris, one at Fortune Head, and we learn he intends to erect another at Chepstow where Messrs. Cairns & McInnis have also one, and another at Little Harbour. Messrs. C. C. Carleton & Sons have one at Rollo Bay Head; and we learn that Mr. Healy will also have one near the same place.

"New factories on the Egmont Bay shore will include one by Hon. Mr. Arsenault at McKel's wharf and also two at Rocky Point; one by Trudelle & Gallant and one by Gallant & Barque; another at the Chapel Shore, per Gallant, for O'Leary, of N.B., and another by Poirier, between the wharf and Cape Egmont; one at Cape Egmont which was in operation last summer, by P. LeBlanc; another a couple of miles south by Mr. Harshman, of N.B., and two or three more on the shore at Fifteen Point.

"Among the new factories opening in the Alberton area is a large one at the Brae by Gavin Bros. In addition to the two already run by him, Mr. Bennett is preparing to start another at Nail Pond in conjunction with J. H. Myrick. Mr. Robert Bell intends to run a second one, probably at Horse Head, and J. H. Davidson will run at North Cape. Within a circuit of about fifteen miles there will be at least fifteen factories in operation next season. A good authority stated the other day that he counted 93 factories to be run on the Island next summer, beside others who had not yet made up their minds to go into the business."

Death of James Oliver Curwood, author of stories on Canada's North, is recalled in the 25 years ago column of The Ottawa Journal. In the days previous to that a report came in to Port Arthur that Curwood was missing in the hinterland of this district. An enterprising young reporter sent a story on it to a Toronto newspaper which returned it with the comment, "Don't worry about Curwood. He always turns up." —Port Arthur News-Chronicle.

Not long ago a record wheat crop was forecast for Canada. Now it appears that several other countries will also have crops well above average, and for this world the prospects for a record harvest are good. This will undoubtedly present a good many marketing problems. But with the number of mouths to feed in the world today it should be easier to deal with problems of this kind than with famine. However, considerable activity in organization and marketing must come soon if the value of nature's bounty is to be fully used.—London Free Press.

The Poet's Corner

KING OF THE HIGHWAY

Who is the King of the highway Who is the King today? Death is the King of the highway, Death rules the King's high way.

Death on the crashing high-road, That rests not, day or night, And death at the hurrying crossing, Beneath the signal light.

Death on the city pavement, Where thoughtless childhood plays, And Death on the country foot-path, Beside the open ways.

Street and road and byway, All are under his sway, Death is the King of the highway, Death rules the King's high way. —Sir Thomas White, in Toronto Globe and Mail.

KIDS' CLUB

MONTREAL.—(CP)—Police Director J. Albert Langlois announced that an anonymous donor has given a "beautiful" 100-acre site to be used as a summer camp for members of the Montreal Police Juvenile Clubs. The estate 75 miles northwest of Montreal is termed as ideal spot for young boys to camp out.

Notes By The Way

A Baltimore man, seeing a baby crawling along the edge of a second-story window, waited underneath and caught the child when it fell. The child, who was unhurt, owes its life to the quick-thinking passerby. From any viewpoint, it was undoubtedly the most important "catch" made in Baltimore this season.—Baltimore Expositor.

The knowledge that the empty schools are again humming is a democratic reassurance that all is pretty good in this country of ours, that again the Canadian world is at work with its own destiny, moulding, creating, fulfilling, achieving. Yes, back to school is a good and healthy thing.—Peterborough Examiner.

The new liner United States, approaching New York, turned eight miles off her course so she would not have to pass the Queen Elizabeth, which was approaching port at the same time. A gallant gesture, everybody said. But then the captain of the United States rather spoiled it all by telling the reporters. He wanted full and public credit for his graciousness.—Ottawa Citizen.

New Zealand's first hanging in 17 years tends to show that capital punishment is necessary as a fearful deterrent to the crime of murder. In abolishing capital punishment in that country a decade ago, the Labour government was putting a social ideal to the test, but it didn't work out, with the result that the National government reinstated the penalty in 1950.—Hamilton Spectator.

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The Passing Scene

By Observer INFORMAL REPORT

Every now and then for diversions and stimulation I go to sea on the good ship "Abegweit". The trip from Borden to Tormentine on a calm summer evening is pleasant. And it is always stimulating to the imagination to watch people of all sorts and conditions as they hurry to and fro, some bent on pleasure, others on business of one kind or another, and still others who are not quite sure where they are going or why. On a recent trip, when there happened to be aboard an unusually large number of people enroute to their homes after spending their vacations on the Island, I decided on the spur of the moment to make some inquiries of a few passengers I selected at random. Needless to say, I represented no one but myself. However, the brief interviews did yield bits of information which might perhaps be of some general interest.

In view of the fact that I had less than an hour for my brief interviewing, I kept clear of all those who, obviously, were native Islanders temporarily domiciled in other parts and concentrated on a few who showed all the signs of being first year visitors.

My first selections happened to be a man and his wife who hailed from the Sovereign State of Massachusetts. They did not tell me in so many words that they were "proper Bostonians" but I gathered as much. They were looking intently at a mysterious sign outside the ship's dining room which read: "Closed for 20 minutes". They asked me very quietly and courteously if I could tell them what it meant. I had to confess that, unfortunately, I could not. No doubt, if one were aboard all day the meaning would be clear enough. One could simply make a note of the time when the sign first made its appearance. Then, a little arithmetic would provide the answer. The sign had just come aboard it meant nothing at all except that the room was temporarily out of bounds. In due time all would be well.

It did, however, give me an opportunity to ask the mystified visitors how they liked the Island. The man said: "Fine!" The lady nodded graciously in agreement. That was all I wanted to know. When a man from Boston, and a proper one at that, says "Fine", and not "charming" or "simply delightful", I know he is bubbling over with enthusiasm.

A short thin man who appeared to be travelling alone and who patiently puffed away at a huge cigar which somehow did not seem to fit him, assured me that he liked the country well enough. It reminded him of the Michigan Upper Peninsula where he had been born and raised. But he had a grievance. This had to do with the Wood Islands ferry or, more accurately, the limited transportation facilities at that place. It seems that he had wanted to get to Halifax and naturally he had decided on the shorter route, only to discover when he got to Wood Islands that he would have to wait "most of the summer" for a chance across. That, at any rate, was how it seemed to him, and it is no wonder that he felt unhappy about it all. "If they can't handle the traffic," he commented, "why don't they say so in their tourist literature?" It sounded to me like a reasonable question.

There must be a great many people who are similarly confused and annoyed at the height of the

tourist season, and it is useless to explain that the Federal Government itself, is to blame. This does not interest them at all. All they are interested in is freedom to do where they like when they feel like it. Naturally, when this freedom is denied them they resent it. This sort of thing is unfortunate, regardless of who is to blame for it. One can only hope that for the good of our tourist business as well as for the satisfaction of our producers, the remedy will not be much longer delayed.

A great many Americans like to travel leisurely along country roads away from cities and towns. And from a scenic viewpoint this Province has as much to offer this type of traveller as any place on the North American Continent. I discussed this with a man, his wife and four children, who had come all the way from somewhere in Illinois. They were delighted with what they had seen but, because of the dust they had been forced to absorb into their lungs, they did not expect to return another year. Of course, this detail had not bothered the children very much. A child on holiday will swallow anything so long as he can enjoy himself while he is doing it, but for the parents it was a serious matter. They had never before seen anything like it and the mother especially was quite sure that some fearful physical disorder would ensue.

I wanted to assure them of the red dust of this Island (the kind of which the first man Adam was made) is not at all like the pallid substitute found in less favoured lands, but somehow I could not bring myself to say the words. The distress was too acute to permit any banter on my part.

The father, who I gathered had had some experience in road making, said: "We don't mind the gravel roads or even the clay ones. It is sometimes a relief to get off the pavement. But there's no possible excuse for all that dust. It's easy to get rid of it." I had neither the time nor the technical competence to discuss the treatment the man had in mind but I presume the Honourable Mr. McKinnon and his engineers know all about it. And I wish just as earnestly as the visitors from Illinois that something might be done to remove this dangerous menace from our scenic roads and lanes.

Just before the whistle blew two elderly ladies, presumably sisters, wanted to know if I could make any sense of the ship's name. They could neither pronounce it nor spell it from memory, and they had not the slightest idea of its origin. One of the ladies, trying to be funny no doubt, suggested it was obviously an eight-letter jumble-mumble, signifying nothing.

I did my best to enlighten them although I'm not quite sure that my own pronunciation is the correct one. In fact, I doubt if anyone could tell just what the correct one is. And I have heard more than one version of its Indian folk-lore origin.

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