THE GUARDIAN

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CIRCULATION
"Covers Prince Edward Island like the dew"

"The strongest memory is weaker than the weakest ink".

CHARLOTTETOWN, MONDAY, JAN. 5, 1953

Western Land Question

Canada's two Social Credit Premiers, Mr. Bennett in British Columbia and Mr. Manning in Alberta, are out to extend the northern boundaries of their Provinces from the 60th parallel, as at present, to the 65th, a move which would bring within their jurisdiction tremendous potential wealth in minerals, oil, waterpower and other natural resources. Under the proposal British Columbia's northern limits would be carried up to Great Bear Lake, giving B. C. most of the Yukon territory and adding 245,000 square miles to that Province's area, making it the largest in Canada. Alberta would be extended to Great Slave Lake, adding 122,000 square miles to its present 255,000 square miles.

As a precedent the Western Premiers are citing the case of Manitoba, which was extended north to the 60th parallel following the carving out of the two Provinces of Saskatchewan and Alberta from the Northwest Territories. More lately, the vast Ungava area was taken into Quebec when its resources began to assume immediate importance, and the northern area was added to Ontario.

This agitation gives further point to the claim submitted by the Government of Prince Edward Island at the Federal-Provincial Conference of December, 1950. Because of our lack of public lands and consequent loss of revenue from that source the Federal Government at Confederation agreed to pay us an annual sum of $45,000 for the construction and maintenance of local works. From this grant they deducted annually $39,120 as interest at 5 per cent on an amount of $728,402 advanced to purchase lands from absentee proprietors. We got no advantage as a Province from buying these lands, most of which were already occupied by the tenants at the time the purchases were made; and the Province merely acted as an intermediary between them and the proprietors. Actually, during the twenty-five year period after Confederation, we were not able to realize more than the interest on the Dominion advance.

Since that period, the income from this source has practically ceased and no further revenue can be expected; but on the other hand the Province continues to be mulcted for the interest, as a result of which our annual subsidy in lieu of public lands is reduced from $45,000 to $5,879. On an equitable basis with other Provinces, it is contended that this loan should be cancelled, and the full amount of $45,000 per year paid us since 1930. That was the year in which other landless Provinces had transferred to them by the Dominion Government the public lands earlier withheld, and received as well the annual grants which had previously been paid to them as compensation for their lack of such lands.

It is the contention of the Government of this Province that we are justly entitled to receive an outright payment of $39,120 for twenty years, or a total of $782,402 in this connection. Since the whole question is likely to come up for discussion at Ottawa in view of the demands of the British Columbia and Alberta Premiers for extension of their northern boundaries, our representatives should be on the alert to emphasize this long-standing grievance. Considering the generosity with which other Provinces have been dealt with, our claim is a very modest one. Perhaps that is the reason it has been ignored so long.

Airport Maintenance Costly

It is to be hoped that, whatever arrangements are made at Ottawa for extension of Charlottetown's airport facilities, the burden of maintenance will not be foisted upon the City. Other far wealthier municipalities are finding to their cost that they cannot finance such projects. The city of Vancouver is an example. The corporation owns and operates Vancouver International Airport and says it has invested $1,287,000 in that enterprise. The city would like to sell it at cost to the Dominion Government but, reports the Vancouver Sun, Transport Minister Chevrier offers "grudgingly" no more than $900,000 plus an annual "subsidy" towards cost of operation if the city will continue to hold this hot and expensive potato. And that isn't all. Experts say some $5,500,000 will have to be spent on improving the airport in the next five years and Vancouver has small taste for playing rich uncle to the international air traffic. The Sun thinks the city should leave the baby on the doorstep of the Dominion—should just notify Mr. Chevrier that no longer will the city assume any responsibility for providing facilities for international aviation. It holds this is not something for the municipal taxpayer.

With that point of view the Ottawa Journal expresses full agreement. "Airports," it says, "are terribly expensive to construct and to maintain, and the cost tends to ascend sharply as aircraft grow larger, demand more room for runways, and land in suburban areas goes up in price. It is something beyond the means of municipalities, as Vancouver has been finding out. Only the resources of the Dominion itself are capable of meeting the requirements of modern aviation, and the City of Ottawa has been well advised in keeping herself clear of such entanglements as now harass the coast metropolis."

EDITORIAL NOTES

Dr. Schacht enabled a bankrupt Germany to build the greatest war machine the world had seen to that time. Now he is engaging in private banking and there is understandable curiosity as to what financial rabbits he will pull out of the hat.

* * *

There is a remarkable contrast between two weapons designed by Canada's Defence Research Board. A mountain gun takes us back to early days of fighting in the Khyber Pass and other desolate places. The guided missile, released from another aircraft, belongs to quite another world.

* * *

The House of Commons has been told that it would cost $100 million to replace Newfoundland's narrow gauge railway with a standard gauge line. The railway now is part of the Canadian National system and is the backbone of the 10th province's transportation system—running from Port aux Basques to St. John's.

* * *

In outlining the various provisions for helping the handicapped in this country the Ottawa Citizen suggests that all Provinces may have health insurance programmes through which the disabled can be identified and that the Federal Government could assist by expanding its employment service staff and concentrating attention on the handicapped as a special category in the Canadian Vocational Training Act.

* * *

Good ideas do not always work out and Fredericton has a small forest of used Christmas trees on its hands as a result of a highly commendable one. Citizens of the New Brunswick capital decided to hold a giant bonfire on the ice and get rid of the increasing fire hazard of the drying Christmas trees. Unfortunately fisheries regulations did not permit the great bonfire to be lit.

* * *

The railway freight rate increase of nine per cent went into effect the first of the year. It is expected to come short of compensating for the increased wage bill of the railways from December but for the average Canadian it represents a further contribution to keeping up the cost of living. To the Maritimer it means greater difficulty in competing in the central Canadian markets.

* * *

Packing the fur coat may soon be simplified for travellers. A new process perfected by an English furrier, Major Cyril Kent, renders pelts so supple that a full-length mink coat can easily be slipped through a seven inch ring. The secret process combines "elbow grease" and hours of skilled work. No chemicals are allowed near the skins. Only the pelt is touched, not the fur, and the process restores the natural elasticity of the skins, adding to their durability.

* * *

Aircraft manufacture is a co-operative undertaking. The British Sapphire jet engine is to be mass produced in the U. S. A. The U. S. A. Under-Secretary for the Air Force said: "It has successfully passed the rigid 150-hour model test which the Air Force imposes on all new engines before releasing them for mass production. We are exceedingly optimistic about the future of this engine as a result of its excellent performance in recent flight tests." Canada is to build air frames and assemble 400 Sabre jets.

* * *

George Washington Carver, American Negro chemurgist and agricultural experimenter, died this date 1943. Born of slave parentage, he attained the degree of Master of Science and spent his life in agricultural research for the betterment of the South and of his people. He persuaded farmers to alternate cotton with peanuts and sweet potatoes. He managed to extract 300 products from peanuts and discovered uses for cotton, sweet potatoes and wood, including synthetic marble from wood years before plastics became common.

Looking Up For Leadership

Old Charlottetown

(And P. E. I.)

EARLY PUBLICITY

The following excerpts are from an advertisement inserted in a number of Old Country newspapers in August, 1840, by William Douse, Esq., land agent, Charlottetown, in connection with the commencement of the Cunard steamer service between Liverpool and Halifax:

"To the emigrant, Prince Edward Island offers many advantages. First, its general prosperity, which is sufficiently proved by the increase of its exports, and its steadily improving revenue. Second, a healthy climate. Third, a plentiful supply of good water throughout the whole Island. Forth, the fertility of the soil, and its freedom from all taxes, burthensome to the settler. Fifth, the convenience of settlement, whereby the ruinous expenses which are sometimes incurred, by having to travel hundreds of miles, after landing, to a place of location, are almost totally avoided. Sixth, a certain remuneration for the labours of the agriculturist, by a sure market, and a fair price for all the surplus produce of his farm.

"Seventh, the labourer readily meets with employment, and receives liberal wages. Eighth, to the British emigrant it offers the enjoyment of the benefits to be derived from the laws, language, customs and manners of his native land, and he preserves in himself an identity of interest with that of the parent state. Ninth, Prince Eward Island is now only thirteen days' travel, by Cunard's line of Atlantic steamers, from England; and, if a Colony affording regular opportunities of speedy intercourse with the mother country, and possessing the advantages before enumerated, be desirable, the advertiser, who has spent twenty years in the Island, thinks he may safely venture to invite such individuals as have resolved, or shall determine to emigrate, to pay it a visit; and should they be induced to establish themselves and families here, in preference to a foreign state, they will have the satisfaction to know that their posterity will be scions of the British Empire."

The advertisement, which ran for several months, also pointed out that "the capitalist who determines on emigrating, may here purchase wilderness lands from 15s. to 25s. per acre, or improved farms, in different sections of the Island, at from £2 to £6 per acre, according to situation, and the value of the buildings erected upon the property." It noted that "there are twelve Agricultural Societies, established within the last few years, actively employed in introducing from different countries the most improved breeds of live stock, agricultural implements, etc., suitable for the farmer."

Applicants for passage to the Island from England were advised to contact Daniel Davies, Esq., Warwick-street, London; Cannon, Miller & Co., Liverpool; J. B. Winters, Esq., Bristol; Messrs. Peake & Son, Plymouth; John Howe, Esq., Bideford; Messrs Davids & Tapston, Newport, Phillpot & Co. Gloucester.

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Job For A Good Collector

(Hamilton Spectator)

Any collection agency, wishing to make a name for itself, should have a go at extracting the $11,396,300,000 Russia owes, but won't pay, to Uncle Sam The prospect of making a profit on the deal are good because the exasperated creditor is prepared to settle for less than 10 percent. of the amount owed.

Most of Russia's imposing debt to the United States was run up in the form of lend-lease during World War II. In those days the Americans entertained the somewhat naive belief that "lend-lease," when translated into Russian, meant something other than "give-keep." As a matter of fact, most of the Western world got into the crap-game only to discover that Big Joe was playing a form of "peekaboo" dice.

A singularly hard-boiled master of bluff is required to collect Uncle Sam's debt, either in whole or in part. Russian assets in the United States total only slightly more than $2,000,000. When applied to the original sum, this amount would be as unsatisfactory as accepting a used spark-plug in settlement for a new Cadillac.

Then there is the touchy problem of how to get Stalin and Company to pay for a $75,000,000 item run up in Czarist days.

Guns For Caesar

(Windsor Star)

Shakespeare has been played in modern dress. Why not with modern weapons? Where, after all, does anachronism begin?

All we know about it is that in Lowestoft, Eng., a school group presented "Julius Caesar," and used a machine gun instead of a dagger to polish off the noble Roman at the foot of Pompey's statue.

Instead of a sudden rush of conspirators to inflict Caesar's three-and-30 wounds a machine gun in Brutus' hands went rat-a-tat-tat. That was it.

Now there is quite a hubbub in Lowestoft, and the town's education committee is making it. "Why use tommy-guns," the officials want to know. The headmaster is trying to explain that the players simply were striving for the modern touch. Besides, daggers are just as brutal as machine guns.

There is another side to this, and we suspect other Britons will seize it. Why did Brutus have to take the rap? What about those other assassins particularly Cassius, who did what they did in envy of Caesar? Brutus, noblest Roman of them all, struck his blow out of conviction that the common good demanded it.

The Lowestoft players have distorted the record. We're kind of curious to know what Marc Anthony would say about it, under the heading of "Friends, Romans, countrymen, lend me your ears."

The Poet's Corner

O LITTLE MAN

The mere lies deep in mystery,
Dark, fathomless as death,
Orion strides eternity
And silence breathes no breath.

The earth's great heart seems motionless
So hushed it is, and still,
As life is even, passionless,
When youth has had its fill

The mountain looms in majesty,
Its shadow drinks the mere;
O little man, O travesty,
Half mortal and half seer.

The mere sleeps deep in mystery
And fathomless as life;
O little man, eternity
Is but the end of strife.

—Arthur S. Bourinot in Toronto Saturday Night.

Better Road Problem

(Ottawa Journal)

It is claimed by the Canadian Good Roads Association that despite enormous expenditures the provinces are not keeping pace with the increasing number of motor vehicles in this country and their demand for fast, safe highways.

The association says the provinces spent $350,000,000 on highways in 1952—this sum not including expenditures of the municipalites on street paving—and it is suggested that the scale of provincial spending on this account must be increased, there being "grave problems" ahead in the handling of traffic. All very well, but the provinces have no money for roads or anything else except money they have taken from the people in taxes, and if they are to put more cash into road construction it must mean we shall be paying higher licence fees or a higher gasoline tax or both.

Perhaps that is what most motorists want—more and better roads no matter what the cost—and if so we have no doubt they will find governments willing to accommodate them and spend their money. But there should be no misunderstanding. If we are to have all the costly luxuries of modern highway construction—wide new roads by-passing the cities, with clover-leaf junctions and all that sort of thing—the people must foot the bills. There is no Santa Claus to pick up the account.

SOUTHERN LAKE

Largest lake in South America is Lake Titicaca on the Peru-Bolivia border, covering 4,000 square miles.

Attention P. E. I. Shorthorn Breeders

A special meeting of the P. E. I. Shorthorn Breeders and commercial producers will be held at the City Hall, Charlottetown, Thursday afternoon at 1:30. Matters of importance will be brought up for discussion. Please arrange to attend.

John Du Pasquier, President,
A. H. Mutch, Secretary.

P. E. I. FEDERATION OF AGRICULTURE

NOTICE OF GENERAL MEETING
FRIDAY, JANUARY 9th AT 7:30 P.M.
LEGION HALL, CHARLOTTETOWN.

All members and others interested are welcome at this meeting which will be addressed by Mrs. N. R. Archibald, secretary of the Nova Scotia Farmers' Association.

Notes By The Way

Off South Africa they have caught a fish "the size and weight of a small man with fins shaped like crude arms and legs". Perhaps "the missing link" in the line of human evolution, but it seems a singularly unpleasant specimen. —(Ottawa Journal.)

An expert on stock market affairs says with an amount of detail that WHEN is more important than WHAT you buy. Of course, and the same thing could be said for selling. Thus the two average up so that even with the help of the experts a fellow never quite knows which is which.—(Port Arthur News Chronicle.)

The White House is about to lose a piano-playing tenant and get one handy with the mouth-organ. As to what musical improvement if any this is going to mean, opinion among the neighbors is probably divided 50-50.—(Ottawa Citizen).

There are growing indications that the CCF Party has just about given up any hopes it may have had of forming the Federal Government, or even the official opposition, and is now concentrating its major efforts on remaining the largest "splinter" group in the House of Commons.—(Regina Leader-Post.)

The House of Commons in Ottawa has been told that it would cost $100 million to replace Newfoundland's narrow gauge railway with a standard gauge line. It sounds like a great deal of money. In fact, we freely admit that it is a great deal of money. Yet we cannot see how the issue can be permanently evaded, regardless of cost.—(St. John's News.)

One of the most remarkable things about nature—whether it is human or otherwise—is the capacity it has for looking after itself. Tree roots tend to grow toward the source of their nourishment. Cattle and other animals will lick the stones of the shore to obtain the salt they require for health. The Canada goose flies thousands of miles each year to favorable nesting grounds. Pigs will pick bits of coal out of the vegetable matter in their trough and eat it if they have a carbon deficiency. And children are said to select from a variety of foods those kinds which are most beneficial to them, by sheer instinct.—(Saint John Telegraph-Journal.)

The average Newfoundlander who has resented the way in which union (with Canada) was brought about has been nevertheless prepared to make the best of it and come to good terms with his mainland fellow citizens. But the desired relations can never be established until we are free from the kindly but nevertheless condescending and patronizing attitude that animates so many mainlanders who have acquired the idea that Canada was helping us out when she took us over.—(St. John's News.)

It may be wondered whether the problem of speeding traffic will eventually become so large that legal acceptance will be sought for completely automatic checking and recording of speeds, by permanently emplaced instruments regularly read by patrolling constables. This would make even the ever-present parking meter seem like a comparatively pleasant device. But perhaps it would be too much like George Orwell's "Big Brother is Watching."—(Edmonton Journal.)

Exasperated motorists may one day find it easier to get past those huge trucks and buses that clog today's highways. Many drivers complain horn-honking does no good because drivers of big commercial vehicles can't hear the toots. So Britain's Royal Automobile Club and other motorist groups consider plans to have small microphones hooked to the rear of trucks, carrying the sound of horns to drivers via loudspeakers up front in the cabs.—(Wall Street Journal.)

The alleged encounter between a Sherpa porter with the recent Swiss expedition to climb Everest and an "abominable snowman" is another piece of evidence in the inquiry that will doubtless eventually solve the mystery surrounding this creature. So far, the stories are mostly based on the evidence of superstitious hillmen and have, it must be confessed, the sound of myths based on some as yet unexplained facts. The only real European evidence consists of photographs of tracks in the snow taken by Eric Shipton and these could be the trail of bears.—(Saint John Telegraph-Journal.)

General J. Lawton Collins, U. S. Army chief of staff, tells newspapermen in Europe that atomic weapons developed by his country will eventually reduce manpower needs in Europe. The weapons to which he refers are those developed recently and tested in Nevada. Reports are that they are artillery missiles for tactical use against massed troop formations. Have the Soviets similar weapons? We don't know. We do know what we possess and we do know their probable effectiveness. If as General Collins says, we can substitute weapons for divisions we shall have made a valuable contribution to the defence of Europe and the free world.—London Free Press.

The Age-Old Story

Elihu also proceeded, and said . . . I will fetch my knowledge from afar, and will ascribe righteousness to my Maker. For truly my words shall not be false: he that is perfect in knowledge is with thee. Behold, God is mighty, and despiseth not any: he is mighty in strength and wisdom. He preserveth not the life of the wicked: but giveth to the poor.

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