

THE GUARDIAN

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Not Chasing Saucers

Flying saucers got into the rarified atmosphere of the House of Commons the other day, but only momentarily. The subject was introduced—probably in the hope of starting a controversy—by Mr. Noseworthy, York South, who asked the Minister of Transport to make a statement to the House on a news report that jet planes were engaged, the night before, in chasing flying saucers over southwestern Ontario.

A less wary man than Hon. Mr. Chevrier might have been lured by this bait into the realm of scientific speculation, thus setting off a verbal chain reaction which would have been highly entertaining but irrelevant. The Minister was made of sterner stuff. His reply was a masterpiece of caution and brevity. "I take it," he said, "that my hon. friend's question is predicated upon the assumption that flying saucers exist. I am not in a position to say that they do. I know, however, that the planes over which I have jurisdiction in the Department of Transport were not chasing flying saucers in southwestern Ontario or in any other part of Canada."

Mr. Noseworthy then directed his question to Defense Minister Claxton, who said the report almost certainly referred "to an ordinary service flight of an R. A. F. Canberra plane across Canada and the middle west of the United States at a speed of something of the order of 500 miles an hour."

Mr. Claxton succeeded in answering the question without even mentioning flying saucers. So we are not to know, after all, what our Government members think about them, or whether they regard them as any more fantastic than the gyrations of the Federal budget, which last year missed its mark in the fiscal stratosphere by hundreds of millions of dollars.

Migrant Bluebottles

Most people try to control the breeding of flies on their own premises and communities are concerned about particular breeding places within their limits. The well-known habits of these pests in carrying disease germs and filth make them very unpopular neighbours indeed.

Recent experiments, reported by UNESCO, indicate that the area of danger is considerably greater than was thought. Blowflies or bluebottles were fed a radio-phosphorus solution and released in the centre of an area in which traps baited with rotten meat had been set in concentric circles to a maximum distance of four miles. One day later, many radioactive flies were found in the four-mile circle, well beyond their anticipated 24-hour range. The traps were then moved out to 8 and 12 miles. Some flies were recovered from the 8-mile circle after the second day. This suggests a much stronger migratory tendency in these flies than earlier experiments had been able to show.

The results also emphasize that a breeding ground for flies that is miles away is a source of danger of infection almost as great as if it were within sight. Health-conscious cities and towns used to be content to keep down the local fly population. It seems now that it is just as important that they be assured of conditions eight miles or more distant.

The National Anthem

The National Anthem has come in for a good deal of discussion in the United Kingdom in recent weeks. The suitability of some of the verses to modern conditions has been questioned. The London Spectator offered a prize of £5 for the best version of a new first verse, and entries were received from Canada, Kenya and Malaya as well as from the United Kingdom. Verses had to keep to the old metre, and be so phrased as to make "king" and "queen" interchangeable. Few entries met all the conditions. The Bishop of Plymouth rhymed "bring" with "queen"—and the Spectator says that will have to wait for Prince Charles' accession when it could read "To Thee, O God, we bring Our country and our King."

Admiral Sir William James sent an entry which the editors liked except they felt the word "happy" was not strong enough in his line "Grant her a happy reign." Sir Charles Jeffries' version was held in high regard except for the next-to-

last line which, says the Spectator, "throws metre to the winds and the orchestra into a gallop"—the line read "Join realm to realm and friend to friend." A joker sent in a verse beginning

"May all our debts be paid By further Marshall Aid."

As an indication of the great change in outlook in the past few centuries, the Spectator reproduces a verse in the national anthem which was sung at the time of the first Jacobite uprising in 1715. The General Wade who is mentioned was the commander of the army sent into Scotland to crush the rebellion. The verse read:

God grant that General Wade May by Thy mighty aid Victory bring. May he oppressors hush And like a torrent rush Rebellious Scots to crush God Save the King.

As the Spectator remarks: "No Covenanters need be irked by this. It belongs to past history. And if General Wade did crush the 1715 rising he gave Scotland some fine roads."

EDITORIAL NOTES

The New York Daily Mirror suggests a deal between Ottawa and Washington. The Mirror wants to trade Acheson, Snider and Harriman for Douglas Abbott.

The Royal Family has ordered its first sea-going yacht in 53 years. It will be another couple of years before the vessel is ready for use.

British Foreign Secretary Anthony Eden has urged U. S. servicemen stationed in Britain to "learn what extraordinary animals we English are."

Poland is to be rationed to about two cakes of soap a month, Warsaw radio reported. Miners and some other heavy workers will be allowed more.

The Duke of Edinburgh, who now has his own household staff, chose Gen. Sir Frederick Browning as treasurer and Lt.-Cmdr. Michael Parker as secretary. Both have worked for the Queen.

A North Holland blue hen in Mundham, Sussex, is believed Britain's best-laying bird. Each week the hen lays about 27 eggs, and often astonishes experts by laying four eggs in less than three hours.

The car ferry "Abegweit" arrived in Halifax May 1st to undergo her annual spring overhaul. Traffic will be slowed down and passengers restricted to the much less luxurious "Prince Edward Island" until the big ice-breaker returns to Borden.

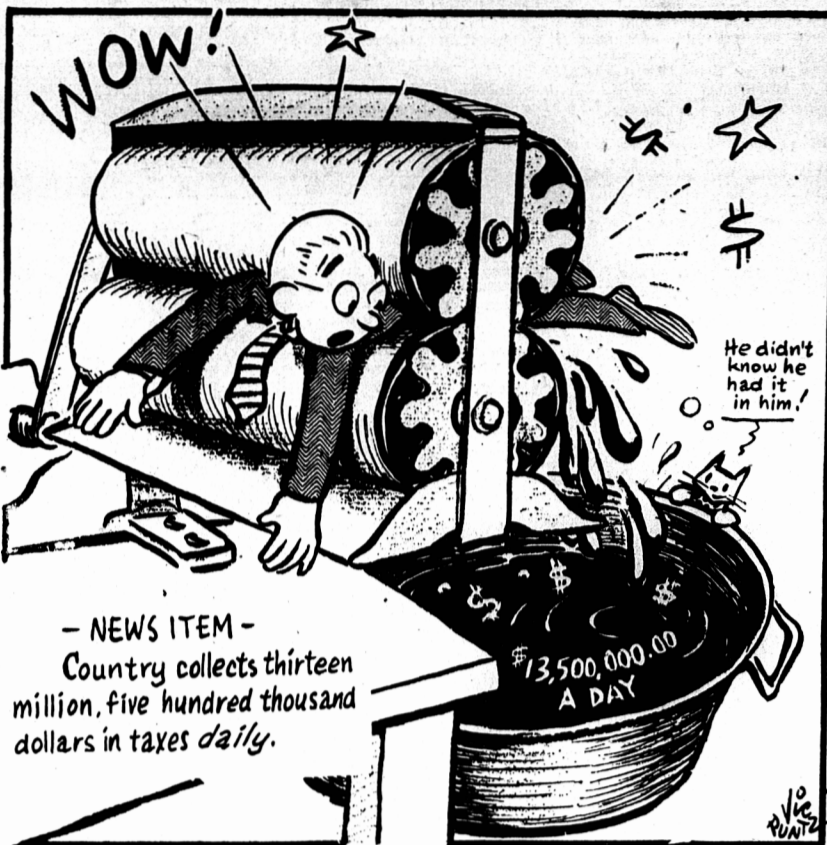
Our winters are generally less severe than in Ontario, also it may not be feasible to rebuild Hillsboro bridge on its present site, but for what it is worth Ontario has built two bridges in the winter time, enabling traffic to continue across the ice unhampered by operations.

King Edward VII, "The Peacemaker", son of Queen Victoria and father of King George V, died this date 1910. He was a great traveller and even after succeeding to the throne in 1901 he spent at least three months of each year abroad. In 1909 he supported Lloyd George in forcing the budget through the House of Lords.

A delegation from Northern Ireland, headed by Rt. Hon. Maynard Sinclair, has arrived at Ottawa to discuss reciprocity with Canada. He says Northern Ireland has a surplus of potatoes, which seemed to be in short supply on this continent with resultant high prices. Good Irish lines also are available, he said, and Northern Ireland could use many of the engineering products such as agricultural machines produced in this country.

Canadian violinist leads Dominion orchestra: Forty-year-old Mr. Joseph Shadwick, of Winnipeg, is the leader of a new string ensemble, the Dominion Orchestra, which will give its first concert on May 7 at the Royal Empire Society, London, England. Leading the second violins is Mr. Thomas Rolston, 21, of Vancouver, who is studying at the Royal Academy of Music. The third Canadian member of the orchestra is Mr. Gerald Jarvis. The policy of the orchestra is to have one work by a composer from the Commonwealth and also, whenever possible, to have a Commonwealth soloist taking part. In the first concert, Ine du Plessis, a young mezzo-soprano from South Africa, will give the first performance of "Three Mystical Songs" by Ronald Tremain, a New Zealander. The founder of the Dominion Orchestra is Hans-Hubert Schenckler, a young man of German parentage who has been a British subject since 1947.

Big Squeeze



- NEWS ITEM - Country collects thirteen million, five hundred thousand dollars in taxes daily.

Old Charlottetown

(And P. E. I.)

MUSIC UNDER DIFFICULTIES

Musical concerts were a frequent source of entertainment in old-time Charlottetown, but the good order which is now taken for granted was not always in evidence. At a largely attended concert in the Market Hall on March 7, 1883, organized by Prof. S. N. Earle as a benefit for a fellow musician, Mr. Reid, the harmony was turned into discord, owing, apparently, to the rivalry between two local organizations, the Glee Club and the Orchestral Club.

"We trust that after last night's performance," wrote one indignant patron, "those who undertake to hold concerts in the Market Hall will see the necessity of having a good energetic chairman, not only to save so much time from being wasted, but also to maintain some degree of order throughout the building, not only in the main hall, but behind the scenes. We were very much surprised to learn that our amateur performers had so little feeling for each other. Just fancy, a vocalist doing his or her best to render a piece of music, while those close by, separated only by a thin flag, were engaged in blowing through the valves of cornets, packing up back stands, smoking tobacco, and moving around generally, to the great annoyance of the performer, and the disgust of a part of the audience!"

Prof. Earle himself contributed a spirited commentary on the subject. "Your correspondent," he wrote in The Examiner, "very justly complains about the behaviour of a certain crowd, mad with jealousy. I suppose, who style themselves an Orchestral Club. As manager of the concert I did my best to try and keep order, but could not do so, and I would defy any chairman to do so either. One of those itinerant musicians so far forgot his good breeding as to exclaim, 'What is Sammie Earle doing up on the stage; let us go up and haul him down!' I should like to see any of those self-conceited musical flegelings try it. My friends who took part object to appearing on the stage again, were they likely to be annoyed by such an unmanly crowd. I regret very much that I have been provoked to write the above, but the public will see I had a just cause to do so."

The Poet's Corner

NIGHT OF STARS

Lest from my mouth should rush A flight of words unmeet To tell my wonder here, O tongue, be now discreet.

Put down the swift desire To publish on the air The character of joy, O eager mind, forbear.

To fashion any phrase The motion can not devise Such eloquence as shines From star-bewildered eyes.

—Ralph Friedrich.

ANNUAL MEETING

The annual meeting of the P. E. I. Division of the Canadian Cancer Society will be held on Thursday, May 15 at 7.30 p.m. in the City Council Chambers, Charlottetown.

All contributors and the public generally cordially invited to attend.

Dr. W.J.P. MacMillan, O.B.E. President

Ralph M. Jones Secretary.

Notes By The Way

The Ontario Department

Highways used a new wrinkle during the Winter in building two bridges just north of Sudbury. It began building the bridges in January, not the usual season for this activity. Traffic was routed over the frozen surface thus minimizing the bothersome summertime problem of getting traffic over the river. Loads up to 37 tons were driven across the ice. St. Thomas Times Journal.

Now we have heard everything.

A cheerful old man, born in slavery in Georgia, celebrated his 114th birthday at Decatur, Illinois. Of course, they had to ask him how he managed to live so many years. Did he tell them he had always been a total abstainer? He did not. Did he tell them he drank corn whiskey and chewed tobacco? He did not. What then was the joyful secret? Simply that in the last 79 years, he had only worked a matter of two days. — St. Catharines Standard.

Does the bush pay?

A Kemplville farmer says he cut out 22 trees last week which were worth \$750 to him. He received \$500 in cash for the veneer logs and the firewood he made from the tops of these elm, basswood and maple is worth \$50 in his yard. This man takes pride in managing his bush well. He selects for cutting each year the biggest mature trees; cuts very few smaller than 24 inches on the stump, and he never lets his trees grow rotten before cutting them. Keeping the cattle out of the bush, he always has lots of young growth coming in and by using modern equipment he enjoys the bush work. — Ontario Lands and Forests.

A man in Huntsville, Tex.,

has just counted the number of verses in the King James version of the Holy Bible—31,101 or 72 fewer than the Oxford Cyclopedic Concordance. It would be nice to report that the man from Huntsville had disproved something, but the people of Oxford are sticking by their figure. Not only that, but they are challenging the challenger to compare his word count with theirs 773,692 and then to go on and tally the characters—3,586,480 is the official figure. A man in Amsterdam counted them in 1772; it took him three years.—New York Times.

Auto windshields with built-in

de-icers may be standard equipment on cars of the future. Scientists at Britain's National Physical Laboratory have developed a process by which a transparent film of gold can be sandwiched between layers of windshield glass to do the trick. They say the gold provides an "excellent" conductor of electricity, which can thus be fed into the car's front window to

warm it against snow and ice. The scientists claim it's much better than earlier experimental metal-oxide processes for doing the same thing. Is the gold film expensive? Not at all, say the experts—it's only one-quarter of one-millionth of an inch thick. — Wall Street Journal.

Good manners involve sensible

consideration for other people. The motorist who drives like a juggernaut through thick traffic and the pedestrian who dashes across the street to the accompaniment of screaming brakes and dangerous swerves of cars trying to avoid him are both guilty of flagrant and inexcusable discourtesy for which, if we were living in the Eighteenth Century, the appropriate punishment would be a day in the stocks. — St. John's News.

A teacher in the high school

of this Italian town was fired for having introduced American radio serial teaser techniques into his history teaching. Example: "Will the beautiful Cleopatra, most seductive of queens, manage to keep the heart of the famous general Marc Anthony? Will Octavius find a snake with which to finish off the Egyptian vamp once and for all? If you want to know the answers, come to school tomorrow morning." This, the principal thought, was going a bit too far. — United Nations World.

The Atlantic Monthly is the

proud father of a new word "advertorial." Formed by grafting together the words "advertising" and "editorial," the new word is meant to designate a form of institutional advertising which takes the form of a long editorial. Just where this leaves the editor we would be interested to know. Obviously the advertorial is not merely "edited" by him. Presumably it would be either abridged or edited, but when? And the reader? An editorial is supposed to set him thinking, an advertisement to set him purchasing, so the advertorial, perhaps, would set him thinking—er would it be purking? Our own reaction to the advertorial—a purely personal one, we confess—is to tawker (a little word of our own meaning "take a powder"). — St. Louis Post-Dispatch.

The Age-Old Story

When Israel was a child, then I loved him, and called my son out of Egypt. . . I taught Ephraim also to go, taking them by their arms; but they knew not that I healed them.

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Efficiency and Progress

(Toronto Globe and Mail)

When President Donald Gordon of the Canadian National Railways System explained to Parliament his plan to replace all steam locomotives with diesel engines, various members raised objections. They advanced the view that there would be a loss of employment. We would have thought that in this year of grace no member of the House would be so naive as to reach such a conclusion by balancing the number of men necessary to operate and maintain a certain number of locomotives against the smaller number needed for an equivalent number of diesels.

In the days when machines first began to replace hand labor it was understandable that craftsmen should have fears. They had no experience of the results to flow from new methods. In the meantime, however, small villages have grown to large cities as a result of new employment opportunities created by the use of new machines. The same principle has operated in more recent times when an obsolete machine has been replaced by a more efficient one.

The reason is transparently simple. An efficient operation is one which lowers costs of production. Lower costs make lower selling prices and lower selling prices broaden markets. Broadener demand calls for more machines and more men to operate them. And the railways enter the picture when demands for transportation increase. Their function as carriers responds to the same influences. Specifically, when diesel power is found to be both more efficient in terms of work done and also cheaper, the benefits are passed on to the public which uses the service more freely and even of new types of business to the carriers. A saving of 16 per cent in operating costs last year on Prince Edward Island may not prove to be typical of the CNR's whole transcontinental system. But it

is sufficiently conclusive, together with other experience, to warrant Mr. Gordon's decision. Mr. Gordon admits that there will be changes in the system's labor pattern. The more immediate effects of the evolution will be felt in the shops which keep rolling stock in service. Mr. Gordon recognized the social obligation of his company when he told the House that schools in diesel repair and maintenance are being opened, and that every man wanting to could equip himself for one of the new jobs. That is a better deal than some workers have had during the course of the machine's evolution. And in a country with as great potentialities as Canada, the transition should be effected without hardship and with nothing more than a temporary inconvenience for a very few families. It is, therefore, dismaying to find even a few Parliamentarians whose thinking still appears to be running in pre-Confederation grooves. If Messrs. McLaren (PC, Queens), Gillis (CFP, Cape Breton South) and Pouliot (L, Temiscouata) were really contemporary in their thinking, their only complaint would be that the changeover had been so long delayed, remembering that the diesel was pioneered by the CNR.

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