

THE GUARDIAN

Authorized as Second Class Mail Post Office Department, Ottawa. The Island Guardian Publishing Co. Editor and Managing Director, 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 MONDAY, NOV. 9, 1953

Symbols Of Sacrifice

The following incident, recalled some years ago by General Crerar, Canada's World War Two commander, is of very timely significance today: "On September 8, 1944, I motored up that old road, so familiar to those of us who served in the First Great War—the road from St. Omer through Cassel, Popperinghe and Vlamertinghe to Ypres. The forward formations of the First Canadian Army were then pressing on to the borders of Holland and to the geographical barrier of the broad mouth of the River Scheldt. The day before, the 1st Polish Armoured had reached, and cleared the enemy from Ypres. "That day, my own Tactical Headquarters was on the move forward, to be set up in the bomb-scarred fields near St. Omer. I was free, therefore, for a few hours, to push on alone, except for my A.D.C., and while motoring to Ypres, to connect the memories of the last war with the experiences of the war we were then fighting. Thoughts of 1915, 1916 and 1917, of the Battles of St. Julian, Sanctuary Wood and Passchendaele, passed through my mind, of the Canadians who fought there, and of their sons, who were fighting now. This was Flanders again, with its battlefields and the dead and wounded which marked them. And its crimson Poppies, which had become the symbol of their human sacrifice. Each year as the Remembrance Day anniversary approaches, poppies are sold to be worn in memory of the fallen, and members of the Canadian Legion auxiliaries join in raising funds in this manner to aid veterans and veterans' families. This is one way in which we can all participate in the ritual of remembrance, and it is to be hoped that on this occasion the custom will be widely followed than ever before.

Trans-Canada Highway

Well over one-half of the Trans-Canada highway has been completed across the prairies. But taking the country as a whole only about one-quarter of the 4,580 mile stretch of first class high-speed highway has been completed.

When it is finally finished it will include 94 bridges and will enable tourists to travel from Newfoundland to British Columbia on a uniform hard-surface roadway varying in width from 32 feet to 44 feet, depending upon the stretch of country it passes through. The thousands of miles of bituminous and concrete highway will be devoid of sharp curves and so designed that motorists will be able to travel at speeds of 50 miles an hour in comparative safety. It is the largest construction project that the Federal and Provincial Governments have ever undertaken jointly. It is the biggest east-west construction job since the building of the Canadian Pacific Railway.

One half the cost of the highway, originally estimated at \$300,000,000, is being paid by the Federal Government and one-half by the provinces. However it is now clear that the project, before it is completed, will cost considerably more than the original estimate made in 1948, because the costs of labor and materials have been rising steadily in the last five years.

The number of miles of work approved and completed including paving from the date of signing of the agreement to Aug. 31, 1953 is as follows, by provinces:

Table with 3 columns: Province, Miles Approved, Miles Completed. Rows include Newfoundland, N. B., Nova Scotia, P. E. I., Ontario, Manitoba, Saskatchewan, Alberta, Banff & Yoho Parks, B. C., and Totals.

Commitments approved for construction of the highway now exceed \$124,000,000. It is estimated that payments for work done during the 1953 fiscal year will probably exceed \$50,000,000, making this the largest annual program since work on the highway was started. Quebec has not joined in the agreement with the Federal Government. It is the only province not in the agreement. Nova Scotia signed late and is only now planning its route.

The total miles of the proposed Trans-Canada route by provinces are, Newfoundland, 610; Prince Edward Island, 74; Nova Scotia, 310; New Brunswick, 388; Ontario, 1,412; Manitoba, 303; Saskatchewan, 414; Alberta, 292, and British Columbia, 692. The mileage in the national parks amounts to 83 miles. Construction of the highway through the national parks is paid entirely by the Federal Government.

Civic Taxpayer

An attempt is being made to reform the Scottish rating system as a result of the financial embarrassments of Local Authorities. They are in deep waters, reports The Scotsman, because their expenditure is rising faster than their incomes, owing to reasons beyond their control. The story sounds all too familiar and it is not surprising that there have been proposals to abolish local rates altogether and make the services provided by the Local Authorities a charge on the national Exchequer. That proposal is not taken very seriously, nor is the proposal to substitute a local income tax for the existing rates, the objection being the uncertainty of the amount of revenue from the latter source. An interesting point, however, is the proposal to abolish owner's rates. The point is that the owner derives no direct advantage from the services for which the tenant pays rates. As far as he is concerned, the rates are a form of property tax. Again, private building of houses to let, although common in England, is discouraged in Scotland by the owner's rates.

This, in the main, is the situation in this country. In fact owner's rates or more bluntly, the property tax is the chief source of revenue for the municipalities and it is of no consequence that the owner may not be the least interested in the services provided by the municipality. The water he drinks, the streets he traverses, the school his children attend may be provided by quite another authority. As far as he is concerned it is a property tax pure and simple. Despite the anomaly, however, The Scotsman admits that the consequences of relieving owners of their share could hardly be faced. What would Scottish tenants say if that amount were added to the already high payments they have to make? One has only to ask that question to realize that this would not be practical politics. The most that could be done with the owner's rates would probably be to freeze them.

EDITORIAL NOTES

With the approach of Armistice Day the matter of observance of the two minutes silence could well be brought to the attention of children by parents and teachers. It is one case where the eleventh hour is too late.

Fish markets are traditionally the place for lurid language and in Newfoundland the tradition seems to be maintained even in marketing on a Provincial scale, with Premier Smallwood giving as good as he gets.

Our local artists again come into their own with the opening of the annual exhibition at the Harris Memorial Gallery. Outstanding travelling art exhibitions are a valuable part of the Gallery's service to the public but the opportunity of showing local work probably does more to sustain public interest.

Of the making of laws there is no end. A recent one is that of Windsor, Ontario, which has made it illegal to leave an unattended ice box or similar container where it could endanger the lives of children. Long after the ice-box deaths of two Windsor children have been forgotten the owners and handlers of boxes of all kinds will be in danger of fine or imprisonment.

It may seem odd that the Russians should have celebrated the "October Revolution" on November 7th but they were correct in doing so. The event occurred in October, 1917, by the Julian calendar then in use in Russia. Thirteen days were dropped in 1918 and the Gregorian calendar adopted. The Soviet Union recently took part in a meeting of the International Council for Standardization which called for study of proposals for further calendar reform.

Sir Giles Gilbert Scott, English architect, was born this date 1880. He built many churches and schools and designed new buildings for a number of very ancient ones, including the libraries at both Oxford and Cambridge. He also designed the Waterloo Bridge. He designed the new House of Commons, making use of stone from Clipsam, shaped by masons at Cambridge and Peterborough as well as in London. Panelling is in lined oak. The table is of oak from this country.

Rendezvous



The Poet's Corner

ROADSIDE DELIGHT Perhaps a lad, one late September noon, Sat here to eat his homemade bread and cheese. Saw squirrels hiding nuts in hollow trees— And hoped that winter would not come too soon. This highway was a slow and crooked trail: The lad was helping clear a patch of land; He let the near ox nuzzle in his hand. For salty morsels from his dinner-pail; Then, finishing his apple, crisp and sound. Swung back an arm and flung "I away the core— Watched it arc high and light in brushy ground! Could he have guessed the friendly forest floor Would nurture it, until it grew to be All boys' delight . . . a roadside apple-tree? —Ruth E. Sharpe, in Canadian Poetry Magazine.

Old Charlottetown

(And P. E. I.) EARLY TRAIN ARRANGEMENTS From a letter to the Hon. Lemuel C. Owen, President of the Executive Council, from Thomas Swinyard, P. E. Island Railway contractor, Dec. 14, 1874: "I have been considering what train accommodation it would be possible and safe to give the public during the winter months, and until the line can be fully opened in the Spring; by which time it may be expected that dwellings for station-masters and sheds for freight at Summerside, Charlottetown, Georgetown and Souris can be provided, and workshops and machinery at Charlottetown prepared.

"Of course, until these necessities for the proper and efficient working of the Railway are all complete, the arrangements that may be made can only be of special character. All freight must be carried at owners' risk, and, as regards passengers, it is self-evident that it would be very dangerous to carry them, except at fixed and reasonable hours. My opinion is, that the trains which may be run should all travel in daylight, as far as possible, because, there being no station-masters, and no lights to guide the train hands, there would be great difficulty in bringing the trains to a stand in the dark at the proper places; and passengers might alight on bridges or in cattle-guards, or walk upon or into the same or other dangerous places.

"In the absence, too, of complete telegraph accommodation, it would only be prudent to allow one train upon the same division at a time, except in special cases of emergency, such as one train needing the help of another. In the enclosed rough time-table, you will see that I have taken all these precautions into consideration, and while the table does not pretend to give the accommodation which the Government will be able to afford when the Railway is fully perfected, it will, I trust, give all that can reasonably be expected, under the circumstances, during the present winter.

"There will, as it is now drawn, be three trains each week between Charlottetown and Summerside; two trains each way per week between Charlottetown, Alberton, and Tignish; two trains each way per week between Charlottetown, St. Peter's and Souris; and two trains each way per week between Charlottetown, Cardigan and Georgetown. The arrangements will, of course, be subject to change, as circumstances and experience may render necessary."

Starved By Education

(The Gazette, Montreal)

It is an interesting thing that a book on education in Canada should bear the title "So Little For The Mind". The book is written by Dr. Hilda Neatby of the University of Saskatchewan and is published by Clarke, Irwin and Company. It says what many people have wanted to say themselves, and it says it very well. What Dr. Neatby desires is an education that would get back again to learning something of greatness, and which would not shrink from discipline, or the recognition of dullness and brightness, or from hard work. She does not believe that such an education would be the grim, crushing system that the "progressives" would claim it to be. She sees it as salvation for education itself. Otherwise education will continue to become more and more preoccupied with dry theories and dubious techniques, and end by turning out starved minds. The trouble with progressive education is that it has become the victim of its own jargon. More time is spent on "training" teachers than in giving them depth of scholarship in the subjects they are supposed to teach. Often type, but too often they cannot construct a grammatical sentence. Yet these graduates are not stupid, or ill-intentioned, or incurably indifferent to what they have never learned to call their duty. They are the victims of a system that has tenderly exalted mediocrity as the most humane standard that modern life should exact. Some may say that Dr. Neatby overstates her case. Certainly she will be vigorously answered. Yet her case gains in impressiveness because it is not isolated. Her spirited attack gains its force because she does not separate the defects of our educational system from the defects of our present world. The ills of modern education are precisely the ills of modern society. Our educators are the slaves of our social defects. The retreat from discipline and work is not an inexplicable phenomenon of the schools. It is all about us. The real danger is that the schools, instead of preserving a better estimate of life's needs, may be actively engaged in increasing the social weaknesses that they unfortunately reflect.

Stud Farm Of The World

(BBC Weekly Talks Summary)

"Today it is a simple statistical fact that British breeds of cattle, sheep and pigs are found in most countries of the world," said Richard Hilliar, Editor of the monthly magazine called "The Milk Industry", broadcasting in the BBC's External Service. That Britain has earned and kept the title of "Stud Farm of the World" is evidence of the quality of British livestock which, almost without exception, carries its high standards wherever it goes. The high-yielding milk cows maintain their output figures and produce calves which carry on the highly productive strains and the pigs and sheep improve the breeds to which they are introduced. "No one," said Hilliar, "denies the obvious truth that Britain produces cows and sheep and pigs that have first-class breed characteristics as well as immense stamina, adaptability and disease-resisting potential, all indispensable qualities in livestock bought by farmers who are very much concerned with the hard economics of farming and who are certainly not in the market for animals with more pedigree than productive power."

Many breeds of British cattle are familiar throughout the world. The black and white Friesian cow is rapidly becoming known as the 1,000-gallon yielder. "At one time the yield of this breed was so massive and so consistent that it was looked on as something of a freak," commented Hilliar but it competes very well with all its contemporaries on butter-fat content. And it leaves them a long way behind on quantity. "The powerful, coal-black Aberdeen Angus was one of the finest beef producing strains in existence. The cattle thrived in the worst extremes of climate and in bad living terrain without their capacity for producing top-steady meat and high-quality offspring being in the least impaired and much the same could be said of Herefords, the great brown animals with white faces. One of the most interesting developments in British cattle breeding concerned the Red Poll, an animal bred scientifically as a dual-purpose type, giving a high yield of good-quality milk as well as high-standard meat. Today the Red Poll was becoming almost as widely known as some of the recognized dairy or beef types, a tribute to British breeders who have developed the cattle to such a standard that they successfully compete with single-purpose breeds on very close terms.

Britain also has to her credit some remarkable achievements in pig breeding. The British Large White had been developed into a first class pig with qualities that

often type, but too often they cannot construct a grammatical sentence. Yet these graduates are not stupid, or ill-intentioned, or incurably indifferent to what they have never learned to call their duty. They are the victims of a system that has tenderly exalted mediocrity as the most humane standard that modern life should exact. Some may say that Dr. Neatby overstates her case. Certainly she will be vigorously answered. Yet her case gains in impressiveness because it is not isolated. Her spirited attack gains its force because she does not separate the defects of our educational system from the defects of our present world. The ills of modern education are precisely the ills of modern society. Our educators are the slaves of our social defects. The retreat from discipline and work is not an inexplicable phenomenon of the schools. It is all about us. The real danger is that the schools, instead of preserving a better estimate of life's needs, may be actively engaged in increasing the social weaknesses that they unfortunately reflect.

What is the result? Here is Dr. Neatby's picture: "The bored 'graduates' of elementary and high schools often seem, in progressive language, to be 'incompletely socialized.' Ignorant even of the things that they might be expected to know, they do not care to learn. They lack an object in life, they are unaware of the joy of achievement. They have been allowed to assume that happiness is a goal, rather than a by-product. . . . They can write, and

Notes By The Way

According to statistics the average person takes nearly 20,000 steps a day. And still we're told this generation doesn't know where it's going.—Hamilton Spectator. A large popcorn company has produced popcorn that tastes like bananas. The young fry will now find nothing quite so dull as a banana that tastes like a banana.—Hamilton Spectator. Provincial health authorities are making another appeal for nurses to help care for the 200 polio cases now being treated in King General Hospital. The radio appeal by Health Minister F. C. Bell two weeks ago brought little result. This time authorities are making a direct appeal by personal letter to all the known inactive nurses in Manitoba.—Winnipeg Tribune. New in the ads is an eight-room house "with 3 1/2 baths." This takes care of anyone who doesn't have time for a whole bath, but feels that half a bath is better than no bath at all.—Ottawa Citizen. No one looking at the map of British Guiana, says our friend Susie, would ever think the country was big enough for the Government to move very far to the left.—Hamilton Spectator. Who says New York City has no heart? That pernicious rumor should be laid to rest by the recent report of John S. Sinclair, chairman of the New York Chapter of the Red Cross, in which it revealed that New Yorkers gave 325,000 pints of blood to our armed forces during the Korean war, \$16,080,000 in gifts to the Red Cross, and last year alone contributed 332,592 hours of voluntary work. This is a splendid record. —New York Times. Five young men from England and two from Ireland passed through Fort William last week on their way to Calgary. Aged between 21 and 23 years, they have signed three-year contracts with a chartered bank of Canada, and are looking forward to work as juniors in Alberta branches of the bank. The reason they have been engaged by the bank may be traced to the unwillingness of a large number of Canadian youths to take a clerical job of that kind which does not pay quite as much as jobs in industrial plants, in the oil fields, at mines. But to recognize that 10 or 15 years from this point they will be earning more than the lads who are thinking only of the present, and will be on their way to even greater returns for their training and effort.—Fort William Times-Journal.

The relationship of the elements of all living things is interesting. For example, about one-fifth of this delicate mixture of the lightest things on earth at the earth's surface is oxygen that sustains all animal life. Nitrogen, most of the rest, furnishes plant nourishment and dilutes the oxygen to the proper proportion for man's needs. Three parts in 10,000 are carbon dioxide. Without this element, all life would perish.—Windsor Daily Star.

appeal to most farmers — "high meat yield, prolific breeding, good mothering, hardiness and very high food conversion rate. The Tamworth, the reddish-colored pig, also stands high in the opinion of farmers." British pigs fall into three main categories—bacon types, pork types and dual-purpose breeds suitable for both. One of the last, the Large Black, was the favourite British pig overseas for it thrived out of doors on relatively poor land, crossed well with most other breeds to give good litters of healthy young, settled down easily in changed conditions and gave a satisfactory economic return. In sheep Britain possessed some thirty different breeds which could be divided into three groups, the Longwool, Mountain and Down. Most British sheep were sent all over the world and were characterised by their consistent ability to forage on almost waste land where only the poorest vegetation seemed able to survive; they showed remarkable disease-resisting powers and immense sturdiness. The Romney Marsh sheep were everywhere and a good ram of this breed could fetch as much as a thousand guineas in the hands of a discerning buyer. Marsh sheep were magnificent, prolific and relatively immune to disease. "British breeders and farmers," concluded Hilliar, "continue to pay as much attention to breeding policy and technique as they do to ordinary farm production. Research and experiment go on without pause; and the result is livestock that can go anywhere in the world — not only as quality-bred but as quality breeders."

My soul shall make her boast in the Lord: the humble shall hear thereof and be glad. O magnify the Lord with me, and let us exalt his name together. The Lord redeemeth the soul of his servants: and none of them that trust in him shall be desolate.

The Age Old Story

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