

THE GUARDIAN

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President and Associate Editor, Ian A. Burnett, Associate Editor, Frank Walker. 'The Strongest Memory is Weaker Than the Weakest Ink'.

CHARLOTTETOWN, THURSDAY, NOV. 22, 1951

Mayor Stewart's Acclamation

His Worship Mayor Stewart is to be warmly congratulated on his election by acclamation yesterday. This may be taken as a personal tribute, and it is certainly also a matter of great convenience to our citizens, as a by-election contest at this time, for the limited period between now and next February when the civic general election is due, would have served no useful purpose.

His Worship performed the Mayoralty duties most satisfactorily during the recent Royal visit to Charlottetown, and there is no question as to his qualifications for the office in other respects. As chairman of the street committee he has been a most efficient representative at the Council Board. Nor are our citizens unmindful of the fact that he has had a gallant record of service overseas. The success of such men in civil life is always a matter of satisfaction, not only to the comrades with whom they served but to the public at large.

When the general election comes around there may be other contenders in the field, which also is desirable for the most efficient working of our democratic system. In the meantime His Worship takes over the reins with the unanimous approval and best wishes of our citizens, and we are sure with every desire on his part of living up to the very best traditions of his office.

First Principles

The British Commonwealth and Empire and the United States both have as their basis the idea that free men and men of good will can enjoy the benefits of their own elective governments better by association with others having similar traditions and ideals. They certainly did not come into being from any plan of excluding outsiders from the select circle. Rather they welcomed those states and peoples which were striving for similar goals by similar means.

Lord Beaverbrook seemingly holds a static conception of an essentially dynamic entity when he deplores the fact that Churchill's new Government has interested itself immediately in the Atlantic Pact Organization and in the United Nations rather than in domestic relations of the Commonwealth. It is the truest expression of the genius of both the Commonwealth and the Republic to work for the inclusion of free peoples in "these United Nations."

Great Thing For Ontario

Ontario newspapers are jubilant over the prospects of the taxpayers of Canada footing the bill for the St. Lawrence Seaway project, and no wonder. Apart from the navigation benefits—in which with the West it will share to the detriment of the Maritimes—water power is vital to Ontario's industrial development. Its industries are based on cheap power and the only place this can be obtained for future needs is from the St. Lawrence.

How much it will mean to Ontario, says the Windsor Star, can be judged from the annual report of the Hydro-Electric Power Commission of Ontario. This shows the Commission, in 1950, was able to provide for urban domestic consumers at an average cost of \$1.04 per kilowatt hour. This compares with \$1.28 in 1938, a decrease of 18.75 per cent and with \$1.61 in 1930, a decrease of 35.40 per cent. And this at a time when general costs of living in Canada were advancing by 87.6 per cent since 1938.

For commercial customers Ontario Hydro supplied power at \$1.41 per kilowatt hour, compared to \$1.62 in 1938, a decrease of 12.97 per cent, or \$2.11 in 1930, a decrease of 33.17 per cent. Farmers were charged \$1.84, compared to \$2.55 in 1940, or a drop of 27.57 per cent in the decade.

What prospect is there for the Maritimes keeping abreast of future industrial expansion when the new waterway scheme goes into effect, not only on the basis of power costs but of lower transportation charges as well? We do not want to hinder Ontario from going ahead, but we do maintain that some compensating benefits should come to this part of Canada. There was a fine programme of Maritime expansion outlined some years ago by Mr. J. R. MacNicol. All it required was Federal sup-

port, and this was not forthcoming. Our Maritime members should be speaking with a united voice on this important matter. Let them forget party politics for a while and concentrate on something more important.

EDITORIAL NOTES

Ontario goes to the polls today.

Progressive Conservatives of the Fourth District of King's meet at Murray River tonight.

The new cement plant opened near Corner Brook is an important step in the industrializing of the tenth province. Its production should also go far towards relieving the scarcity which has long been a problem in construction.

Health Minister Martin told the House of Commons that old-age pensions cannot be "attached, assigned or seized" for any reason. He was replying to Mr. Solon Law, Social Credit leader, who asked if Mr. Martin is aware that some municipalities are attempting to recover from pension cheques relief paid to old-age pensioners.

The time seems to have come for the Federal Government to go back to issuing bonds only for necessary purposes of finance. When Provincial and municipal issues must be floated in the United States there can be no grounds for Federal bond issues for the purpose of removing surplus purchasing power.

It is a pity that our courts ever classed the shipping, press service and other activities of the Soviet Union with diplomatic and military functions merely because the Communist state was the legal owner of all Soviet enterprises. There should be legislation to place Soviet commerce in a no more privileged position than that of the rest of the world.

Robert Clive, Baron Clive of Plassey, Sabat Jung, died this date 1774. Shipped off to India at eighteen in disgrace, he exchanged the post of writer for that of a soldier of the East India Company. His energy and skill won India from the French and later defeated the forces of Bengal and the Mogul empire. Clive's efforts at administration reform were bitterly opposed and resulted in his being impeached.

Arvida, Quebec, will remain dry for at least another two years. A referendum, the third similar attempt since 1946, to amend a prohibition by law of 1916, was defeated by 36 votes. 415 property owners out of 473 exercised their rights by secret ballot. The result was 188 in favor and 224 voted against the repeal of prohibition. Three ballots were void. Two previous attempts in 1946 and 1949 had about the same majority result.

According to Premier Duplessis within the next five years all the farmers in Quebec will have electricity at their disposal. This, he said, when an appropriation for an additional \$5,000,000 for rural electrification was being voted, will do much towards solving rural problems, such as that of manpower. Electrification is going on through a system of rural co-operatives formed under legislation brought down in 1945 by Minister of Agriculture Barre. Figures disclosed that the electricity companies have also been active, and in the main supply the local cooperatives with the power for the operation of the local distribution systems.

The Canadian Council of Churches meeting in Montreal re-iterated its opposition to gambling and condemned gambling to raise funds for charity. It asked the Federal Government to repeal the section of the criminal code (subsection 6 (b) of section 236) permitting raffles for prizes at "charitable or religious" bazaars. The Council's resolution urged "that no church or church organization should raise money by raffles, lotteries, games of chance or other gambling methods, however good may be the objects for which the money is raised." The Press and radio were criticized for featuring winners of sweepstakes.

So convinced are Liberal politicians in Quebec that Postmaster General Edouard Rinfret is headed for the bench that they have settled the matter of his successor to their own satisfaction. The nominee regarded as a shoo-in for the cabinet post is Mr. Paul Emile Cote, who sits in Ottawa for Verdun. He has had four years training in the role of parliamentary assistant to the Minister of Labor. Since the Postmaster General does not have a parliamentary assistant, there is no obstacle like elevating him over the head of another aspirant of equal rank and training for the specific position. Another point in his favor is that the Postmaster-generalship is traditionally held by a French-speaking Com-

Something Special For The Ladies



PUBLIC FORUM

This column is open to the discussion by correspondents of questions of interest. The Guardian does not necessarily endorse the opinion of correspondents.

TRANS-CANADA HIGHWAY IN THE BELFAST DISTRICT

Sir,—In April of last year, Mr. Winters tabled in the House of Commons an agreement which was entered into by the Government of Prince Edward Island and the Federal Government regarding the route of the Trans-Canada Highway to take in Prince Edward Island. This highway, according to the agreement was to go from Milville direct to Wood Islands via the Selkirk Road, a route which obviously complied with the principle that the Trans-Canada Highway would be constructed over the shortest feasible route in all cases.

On more than one occasion, Premier Jones has stated that this principle of using the shortest possible route would be adhered to. Nevertheless, without any explanation to the public, or any notice, or even any attempt to give public opinion on the matter, contracts were let during the summer for the sub-grading of this road over a much longer circuitous route from Orwell to Wood Islands, via Eldon and Flat River. In this action, the Provincial Government have broken faith with the travelling public and with the people of Charlottetown in particular as by constructing the road over the longer route they have in effect placed the Wood Islands Ferry seven miles further from Charlottetown than it actually is. In this connection, it might be pointed out that certain residents of the area, suspecting that the Government intended to take this peculiar course of action, signed a petition requesting the Government to refrain from building the Trans-Canada Highway over the longer shore route. The Government has never publicly acknowledged having received this petition and has apparently given it no consideration. It should be obvious that the Trans-Canada Highway is a high standard road designed chiefly for long distance travel and its usefulness should not be depreciated for the sake of satisfying some local, selfish consideration.

It should be readily seen that the original route proposed and agreed to by the Federal Government is the best possible route. Some of the chief reasons for this are: (1) It is the shortest possible route (approximately thirteen miles from Orwell to Wood Islands, as against about twenty miles on the shore route.) (2) The direct route is straight and has no dangerous curves. (3) The direct route has only two schools along it, whereas the longer route has six or seven. Each school area will require a speed limit which will be an impediment to traffic. (4) The direct route crosses only two small streams whereas the longer route crosses seven or eight much larger tidal streams requiring very expensive bridges. (5) The direct route is over land that is high and dry providing a good foundation for a permanent road. The longer route, on the other hand, passes through strips of bog and black muck which makes the building of a permanent road very expensive. (6) The direct route passes in the vicinity of the only source of road gravel in the area. (7) The direct route was an old post road and therefore has a wider right-of-way than the average road. (8) The direct route has very few buildings or other obstructions adjacent to the right-of-way. On the other hand, the long circuitous route has many buildings near the proposed road, many of which will have to be moved as the road is widened. (9) The direct route follows the boundaries of the farms where

The Age-Old Story

Enter ye in at the strait gate: for wide is the gate, and broad is the way, that leadeth to destruction; and many there be which go in thereat: because strait is the gate, and narrow is the way, which leadeth unto life, and few there be that find it.

Old Charlottetown

(And P. E. I.)

ROCKY POINT FERRY

"We are pleased to learn that the people are agitating for a steam ferry-boat to ply between Charlottetown and Rocky Point. At a recent meeting it was resolved, on motion of Captain Mahon and seconded by John Doyle, that both branches of the Legislature be petitioned in this regard, and also to provide suitable accommodation on either side. "It was moved by Matthew Doyle and seconded by Douglas Currie that the following persons do compose a delegation to wait on the Government and urge upon it the expediency of a steam ferry-boat on the above route, viz.: Capt. McMillan, Donald McKinnon, Thomas Murphy, J.P., James Alchorn and Capt. McMahon." —The Examiner, March 26, 1878.

TAXPAYER.

(In fairness to Premier Jones it should be noted that he has always denied the correctness of the copy of the agreement tabled in the House of Commons, indicating the route of the highway to be via the Selkirk Road. His statements were confirmed in a Guardian despatch from Ottawa dated April 29, 1950. The only points specified in the agreement of Charlottetown were Millville and Wood Islands. For several months thereafter the details of the route were left in abeyance until surveys had been made by the Province and accepted by the Federal authorities.—Ed. G.)

DR. HALMSON'S SERVICES

Sir,—May I be permitted valuable space in your columns to further the letter of G. W. Murray in the Nov. 20 issue of the Guardian regarding medical services in West Prince. During the last two weeks numerous meetings were held by the residents of the area concerning the refusal of the Provincial Medical Association to give Dr. John Halmson his medical permit to practice in the area. Dr. Halmson practiced here for one month by verbal permission of this body, during which time he took over the practice of Dr. Bandler who was stricken gravely ill and will be unable to continue his practice. He treated all Dr. Bandler's patients and did his hospital work, and was given a good recommendation by the Western Hospital and all nurses who associated with him in his work, and also by our lone local doctor.

The people of this area feel that the Government should investigate the circumstances of Dr. Halmson's entry into this country and also his qualifications, as he was permitted to enter. Canada as a physician and surgeon through the immigration channels of Canada. It is possible that our immigration laws are so lax that they allow doctors to enter the country who are not qualified as our Provincial Medical Associations has notified us if so it is time for the Government to take action to remedy this situation to protect the Canadian public from being used as guinea pigs. Dr. Halmson studied in Paris for four years and graduated from the University of Rome in 1938 in medicine and surgery. He has practiced continually since and during the war in Italy he

Lessons From Europe In Community Progress

By Leo P. McIsaac Part Two (continued) (All Rights Reserved)

GOVERNMENT AND PUBLIC SERVICES

One of the most important and most urgent of the public services is improved road conditions. The Prince Edward Island is the source of one of the most common complaints of our farmers and tourists. Many people, farmers, travellers, businessmen and mechanics agree that \$400 per year is a reasonable estimate of the average costs of repair and depreciation on local cars and trucks. By improved roads, could not repair bills and depreciation costs be cut by half—as they were in parts of the New England States? On an thousand cars alone, at two hundred dollars each, this would amount to two-million dollars a year. There were, in 1950, 2,615 trucks on Prince Edward Island, and 10,392 cars—therefore two million dollars is a conservative figure of possible savings. In 1949 and 1950 there were 1,027 new trucks and 2,095 new cars bought. The income from gasoline tax is expected to be about \$1,250,000 in 1951. If the registration rate were raised to increase revenue even by half the amount saved—one million dollars each year for the next ten years—we can imagine the progress that could be made by further extending our road improvement program.

Tourist officials believe that increased revenue from an expanded tourist industry would contribute largely to the maintenance of these new roads. Although the cost has been almost \$5,000 per mile each year for the last three years to repair our paved roads, we must remember that little was done during the war years to maintain those roads and that engineers have learned much about building roads since these first highways were paved. Few roads were paved on the Island during the period from 1940 through 1950. An average of only 178 miles were improved by gravel over the last three years. Of the some 3,600 miles of road on the Island in the spring of 1951, only were 222 paved, 890 gravelled, and there were 2,488 miles of clay roads. These are the clay roads, incidentally, that are so costly to repair, need to be repaired as often and which frequently discourage tourists.

Another deplorable situation that is contributing to the stagnation of the resources and discouragement of our youth is that of electrification, or non-electrification. Of the eleven thousand rural homes on Prince Edward Island only about one-third today can have that essential convenience known as "electricity". The other families have to try to work and live under conditions of the nineteenth century and try to compete with conditions and markets of the middle twentieth century. What is wrong here? One of the main arguments used now by those who have assumed the responsibility for the people's welfare in this respect is that the shortage of skilled labor hinders progress. Can we not train some people for this work? Surely many of our Island labourers are intelligent enough to grasp the fundamentals of electricity. If their training is completed, many of our young people would gladly study the trade. It is impossible to estimate how much our farmers are losing, or how many farmers our Province is losing by this lack of electricity. Costs of producing food are definitely lowered by the use of timers and labor-saving devices such as milking machines, water heaters and pumps, refrigerators, lights for poultry houses, brooders, motors for driving such simple things as a hay hoist which saves the time of one man and the gasoline and wear of a tractor. Other desirable items, too numerous to mention, depend upon electrical power. It is in the interest of both producers and consumers that efficient industry and employed in every industry, and, if highest efficiency and cheapest production is to be effected on the farm, there must be electricity.

Upon inquiry we have been informed that, since the war, \$300,000 capital has been invested annually in the Maritime Electric Company by American and Upper Canadian interests, but none by Islanders. We are not told whether any, or how much, of this total investment has been expended on Prince Edward Island. No one, apparently not even the Government, can find out just who owns the Maritime Electric Company. But it is public knowledge that stocks in this company have been sold on the Montreal, Toronto, and New York Stock exchanges and that they have been fought with the Partisan, guerrillas in the mountains with English and American commandos taking care of their medical needs. He has letters of qualification from hospital clinics and professors of medicine who state his competence in medical and surgical practices. Dr. Halmson is quite willing to write all examinations, take any oral questioning and perform any medical duties necessary to prove his qualifications. In the last year three other foreign doctors have been given their chance, why make an exception. The people of this area want action on this situation and feel that they are entitled to get it. I am, Sir, etc. A WEST PRINCE RESIDENT, Alberton, P.E.I.

The Poet's Corner

AS WINDS OF REASON ROLL Fog, the intruder on the autumn scene Moves earthward, mute and meaningful in flight And draws its mantle over gold and green. Leaving a wreath-like universe of white. Mountains, those stalwart guardians of the dawn, Fade at a breath and strangely disappear. While tree and bush are shadows feebly drawn Upon a canvas sombre and austere. So fog that for a little while obscures The promised land and hides its starry goal, Like mist that slowly rises from the moors Is scattered wide as winds of reason roll And man, the chosen, wakes at last to claim The stair to paradise, with heart aflame. —Sydney King Russell, in the Christian Science Monitor.

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