

Published every week day morning at 136 Prince Street, Charlottetown, P. E. I., by The Thomson Company Limited.

Editor and Manager, Ian A. Burnett

Associate Editor, Frank Walker

Branch offices at Summerside, Montserrat and Alberton. Authorized as Second Class Mail by the Post Office Department, Ottawa.

By Carrier: Charlottetown, Summerside \$15.00 per annum Elsewhere in P. E. I. \$9.00. Other Provinces and U. S. A. \$12.00 per annum.

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

MONDAY, OCT. 25, 1954

Communist Intrigue

Mr. Arthur Deakin, the level-headed, competent, and popular leader of British Trade-Unionism says that he believes Communist intrigue is behind the strike wave that currently is troubling the country's economy.

This, undoubtedly, is the chief danger the free world faces from Communist infiltration. Communist designs on schools, cultural institutions, and even churches in some instances, are sources of serious annoyance to any free society, but they do not have immediate harmful effect on the over-all social and economic structure; nor, it can be supposed, are the Communist planners very much interested in pressing them with utmost vigour.

The Teacher Supply Problem

Discussing the teacher shortage problem which appears to be general across Canada, a writer in the Winnipeg Free Press says the difficulty of persuading able men and women—particularly men — to enter the profession is only in part a financial one.

The trend at the moment among those able teachers who do remain in the school system, says the Free Press writer, is to qualify themselves for administrative positions. This, in plain terms, means that to get ahead one must get out of the classroom, become an inspector, a superintendent, a school board or department of education official.

"The attitude of the general public toward teachers must discourage many from serious consideration of the profession. There is perhaps no calling to which lip service is more glibly paid and yet the number of business men who would willingly see their sons as school teachers is minute . . ."

"Coinciding as it does with a great increase in the number of children to be educated, the shortage of qualified teachers is frightening. The problem has been answered but not solved by a lowering of standards of admission to the profession, by government aid to teacher trainees and by unqualified 'permit' teachers. No one would pretend that this answer is satisfactory — though it may be, for the moment, inevitable.

"In discussing new and improved academic standards in our schools we must relate this to the quality of our teachers. By admitting more teachers with lower qualifications we are not only perpetuating an undesirable lowering of standards but we are making the profession increasingly less attractive to the men and women we want. This in turn results in still further dilution of our academic program.

"Is it possible that a gradual raising of our demands and general raising of admission qualifications might, over a period of years, result not only in an improvement among teachers but also in an actual increase in numbers of teachers? . . ."

"There are many and might be many more who turn to teaching for precisely the same sort of reason that worthwhile men turn to any worthwhile profession: because they see in the training of children not only a most vitally important task (as important at least as maintaining justice or curing disease) but a career with endless variety and exciting possibilities. The future strength of our schools rests on keeping men with this view of teaching in the profession and attracting other such men to it. How this can best be done must concern us as profoundly as our children themselves."

Emergency Aid

Canadians generally, says the Ottawa Citizen, will welcome Prime Minister St. Laurent's virtual pledge of federal aid to Ontario flood victims. The burden of the disaster is plainly too great to be left on the shoulders of municipalities or even of the province, nor can voluntary agencies be expected to take care of the entire cost of rehabilitation.

On several occasions in recent years, federal money has been used in cases deemed to be a national emergency. Floods in the Fraser Valley and other parts of British Columbia in 1948, and on Manitoba's Red River in 1950, brought contributions of \$3,000,000 and \$12,500,000 respectively, with further sums for emergency diking. Federal taxpayers also provided \$2,700,000 toward the rebuilding of the fire-swept portions of Rimouski and Cabano in 1950, and \$137,000 after the Sarnia tornado in 1953. They are pledged, too, to help the apple growers of the Annapolis Valley as a result of a hurricane earlier this fall, by means of a support price for all wind-fallen fruit delivered to a federal board for disposal, but the Nova Scotia government is undertaking to look after all other storm compensation in that province. In addition to sudden disasters, Parliament has also authorized special assistance ever since 1939 to prairie farmers suffering crop failure, and the total amount of this aid now stands at some \$76,000,000. It is clear that the Ontario catastrophe is as much a national responsibility as any of these others.

Besides gifts from the public for emergency relief—Premier Frost has made a national appeal for at least \$10,000,000—there is immediately available the Canadian National Disaster Relief Fund, which utilizes money unspent after the Winnipeg flood. But the amount remaining in this fund, \$1,490,000, would not go far in the present instance. A substantial federal contribution will be required.

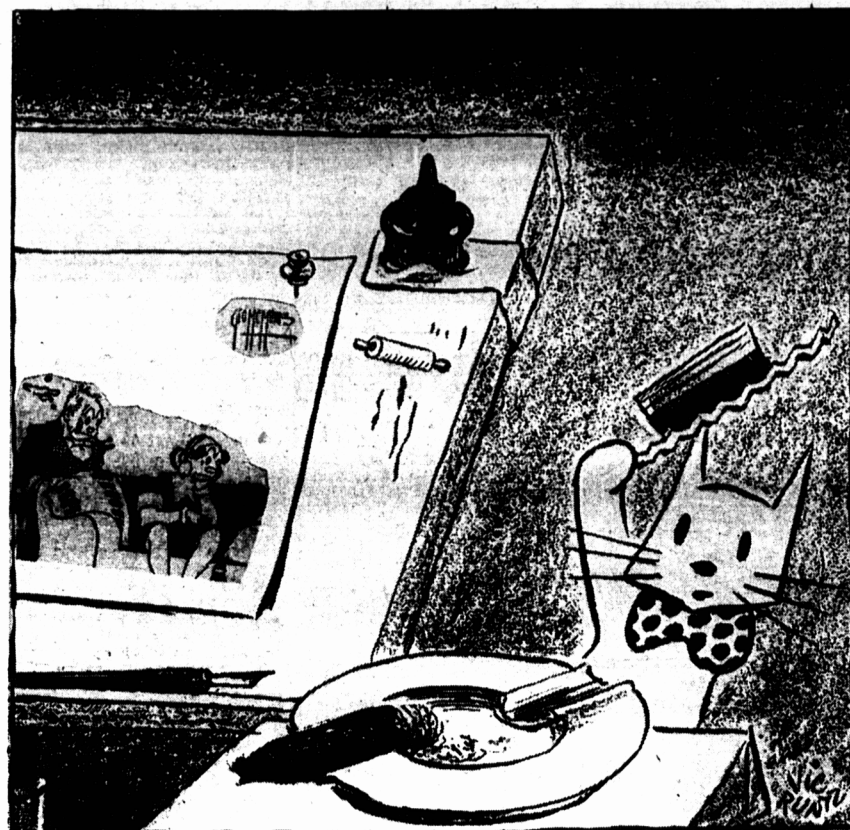
EDITORIAL NOTES

At Balacava, one hundred years ago, the Light Brigade won undying fame by its fatal but valiant charge through the North Valley, led by James Thomas Brudenell, seventh Earl of Cardigan. It is said that he misunderstood an order of Lord Fitzroy Raglan to charge a minor battery of Russian guns which was not in his line of sight.

On September 30 New York and San Francisco stood 2,600 air miles apart. This month the straight-line flying distance is only 2,260 miles. East and west coasts have not suddenly moved closer together, nor have the airlines found a shortcut. The difference lies in the word "miles." After five years of preparation, civil aviation in the United States has officially switched from statute or "land" miles to nautical miles and knots in reporting distances and speeds. Pilots, tower operators and weathermen now use sea language, as military airmen of all branches have done since 1947.

In a recent Montreal interview an air ways official stated that five days flying time will take a passenger right around the world on a regular commercial airline. But he was careful to point out that this covered flying only. Added to that was a period of from 43 to 108 days just standing around waiting for the necessary visas, permits and other documents required by various countries in a flight around the world. That, notes the Financial Post, is little better than Jules Verne's Phineas Fogg made in his famous tour by steamboat, train and elephant back in 1872.

In Tobermory Bay on the Island of Mull, one of Scotland's Inner Hebrides, divers are dredging through muck and silt toward a buried Spanish galleon. Ancient records and salvaged relics point to the Florencia, a ship—so legend tells—that carried Armada pay and treasure when it blew up "by treachery" and sank there in 1588. Whether or not today's chief of Clan Campbell, the 11th Duke of Argyll, finds gold, his excavation of an Armada galleon offers treasure to historians. The work could yield invaluable data on the fleet that tried to conquer England with one massive blow.



In Tribute To A Long Time Entertainer

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.

MR. MACAULAY'S QUERY

Sir—The question I asked in my letter published in your issue of Oct. 21, and directed to the Manager of the P.E.I. Potato Marketing Board, who must have this information, or to Mr. Austin A. Scales, who may have the information, was a very simple one, viz: Where will I find any statement by the P.E.I. Potato Marketing Board showing the receipt of the \$10,000.00 from the Potato Industry Promotion Fund and the details of its disbursement?

This morning, Oct. 23, you publish a letter signed by Mr. Donald A. MacDonald, Chairman, P.E.I. Potato Marketing Board under the heading "Board Chairman replies to Mr. MacAulay's Query." Mr. MacDonald's letter is long but to me, not very instructive, as I already knew the functions of the Potato Industry Promotion Committee. What Mr. MacDonald does not say in his letter is more important to me than all he does say.

If I am to believe the financial statement of the Potato Marketing Board for the year ending May 31, 1954, as published in the press, then I believe the Potato Marketing Board made repayment of \$10,000.00 borrowed from the Potato Promotion Fund Board.

This money should be shown in the receipts of the Potato Marketing Board, and should be shown as a liability of the Board until repayment.

Does Mr. MacDonald, by his reply, wish his readers to infer that the Potato Industry Promotion Committee and not the Potato Marketing Board, spent this money? At any rate there is nothing in the context of his reply that has any bearing on the question asked.

I am, Sir, etc., D. F. MACAULAY Souris, Oct. 23.

FARM IMMIGRATION

Sir—I am tempted to ask the privilege of a spot of your valued space in which to record one man's views on the vital problem of immigration; the more so because I observe increasing references to this vital traffic in your editorial and news-columns. Prominence has been given in recent days to a message to Canadians at the Catholic Social Life Conference, at London, Ont., urging that immigrants to Canada should settle on the land instead of in cities. This latter message almost meshed with a frontpage story in one of the financial journals intimating that "a cautious approach to immigration is likely to be adopted in 1955," and that "the best present guess is that it may come to 160,000 or a little higher than for 1954."

I think it would be a pity if this important problem were now to "bog down" in partisan political approach. If I remember accurately, when the West was open-

Old Charlottetown

and P. R. I.

HISTORICAL RECORDS

"At a meeting of the Committee of the Historical Society, held on the 21st instant, it was resolved that the sum of seventy cents of the entrance and subscription fees be collected from every member of the Society, for the purpose of defraying the liabilities thereof, and that the balance due to each member who has paid his subscription fees be refunded, after deducting that amount therefrom. It was further resolved that Mr. Hughes, clerk of the committee, be authorized to receive offers in writing from members of the Society, for the purchase of the books, papers and other property thereof, and that the same be sold to such member as shall make the highest offer for the same to him in writing on or before the 10th October next."

—The Examiner, Sept. 30, 1882.

The Poet's Corner

WILD DUCK

Twilight. Red in the West. Dimness. A glow on the wood; The teams plod home to rest. The wild duck comes to glean. O souls not understood, What a wild cry in the pool; What things have the farm ducks seen. That they cry so—huddle and cry? Only the soul that goes Eager. Eager. Flying— Over the globe of the moon, Over the wood that glows, Wings linked, necks astrain. A rush and a wild crying. A cry of the long pain. In the reeds of a steel lagoon In a land that no man knows.

—John Macfield.

ing up in the first decade of the century 1901-1911, the inflow reached double the above total. True we are not opening any new "Golden West" in 1954-55; yet it is no less true to assert that in those pioneer days we didn't have anything approaching today's "top" \$500,000,000 industrial and mining and power schemes; nor the inflow of better than \$4,000,000,000 in brand new capital investment annually. I suppose, also, it is only fair to add the vital fact that the 7-12 million Canadians of those early days have become the 16-14 million Canadians at the present hour.

It is pretty clear that our farms are increasingly hungry for a fair fraction of these "new Canadians" who choose Canada to be their future homeland. Here again, however, a startling difference emerges, as between those early days and 1954. Mere farm "hands" are no longer adequate, as a result of the revolutionary drift to mechanical power down on the farm. To get these rural mechanics, therefore, is easier said than done—i.e., at wages the farmer can pay?

I am, Sir, etc., READER Toronto, Ont.

THE THRILL OF SAILING SHIPS

Sir—I was about nine years old when a boat came sailing up our river and was anchored a half mile away. It was Sunday and my brother and I decided we would go for a sail. We waded out and got aboard. I had already learned to manage a sail-boat, and so became captain. That Sunday afternoon we did have a most wonderful time, sailing up and down that broad river and then suddenly a storm blew up. It wasn't Edna or Hazel; it was father. We had broken the Sabbath, a serious matter with father who firmly believed in Solomon's doctrine: "If you spare the rod you spoil the child." We were called ashore. The storm did not break till next morning, but it was did. However, the fun we had was more than worth it all.

Since then I have gone by motorship many thousands of miles, but I have never been thrilled as I have been by sailing ship. But what of the thousands of strong, rough men who have followed the sea? The Jews looked with fear and wonder upon the sea that lashed their western coast; and they said: "They that go down to the sea in ships, that do business in great waters; these see the works of the Lord, and his wonders in the deep."

The Jew was appalled by the sea, and when he wanted to describe the greatness of God he would tell how he could quell the raging of the storm. I have been through a storm on the Atlantic and it is a fearsome experience. Not much wonder the Jew was afraid of the sea. But the sailor loves the sea, and there does he wish to be buried. Perhaps the most famous sailing ship was the one that carried Columbus on his trip when he discovered America. His men became impatient and afraid. "They grew more mutinous day by day" but their great captain kept saying: "Sail on! Sail on! . . . They sailed and sailed. Then spoke the mate This mad sea shows its teeth to-night He curls his lips, he lies in wait With lifted teeth as if to bite . . ."

The Eye Of A Hurricane

(New York Times)

Confronted with such a destroyer as Hazel, what can insignificant man do but take to the cyclone cellar. Occasionally an imaginative scientist bobs up with a scheme for diverting hurricanes by igniting explosive oil slicks on the ocean and so creating an updraft like that in a chimney to such in the surrounding air. The suggestion is not as mad as it sounds, but it would take a tremendous fire to persuade a mighty Hazel to change her course.

Meteorologists believe that it will be more immediately profitable to find out more about the mechanism of a hurricane, so that its probable course can be more accurately predicted than is at present possible. By unmannable sounding balloons that radio to a station below ten miles in the air, by interpreting radar reflections from distant soggy masses, by flying right into the "eye" of a hurricane, much has been discovered that was not even suspected 20 years ago. Radar, for example, made it possible for the meteorologist to see how rains are concentrated in spiraling squall lines.

In 1947 nine scientists flew right into a hurricane and came out with the valuable information that a hurricane protrudes a "tongue" of warm air several hundred miles in the direction in which it is moving—a help in warning the right communities of impending danger.

The old notion that an updraft originating in a surface eddy is enough to explain a hurricane turned out to be wrong. The updraft is there, but air also pours down from above. It is not likely that we shall ever conquer hurricanes, but we can reduce loss of life and destruction of property by studying them just as we study a colossal heat-engine—which is all that any storm is.

The Age Old Story

So when they had dined, Jesus saith to Simon Peter, Simon, son of Jonas, lovest thou me more than these? He saith unto Him, Yea, Lord; thou knowest that I love thee. He saith unto him, Feed my lambs. He saith to him again the second time, Simon, son of Jonas, lovest thou me? He saith unto Him, Yea, Lord; thou knowest that I love thee. He saith unto him, Feed my sheep.

But the words leapt like a leaping sword. Sail on! Sail on! and on! . . . Then pale, and worn, he kept his deck. And peered through darkness. Ah that night Of all dark nights! And then a speck— A light! a light! a light! A light! a light! a light! I grew, a start! flag unfurled! It grew to be time's burst of dawn. He gained a world; he gave that world Its grandest lesson: On! Sail on! (Joaquin Miller)

That reveals the heart of the mariner who has braved the dangers of the Seven Seas and carried commerce to the ends of the earth. I am, Sir, etc. W. I. GREEN Stanley Bridge.

Refrigeration Repairs To All Makes APPLIANCES SALES & SERVICE MOTORS Rewinding and Repairs ELECTRICAL Repairs Palmer Electric Phones 8343 8344

NOTES BY THE WAY

The most popular perfume in Moscow, is a fragrance known as Svetlana's Breath, on which, not knowing Svetlana, we cannot pass judgment. —Winnipeg Tribune.

The Berkeley, Calif., traffic court cashier was willing to admit the other day that he had at last seen everything. A woman sent the court an overtime parking ticket with her cheque for \$22.56, along with a mildly worded protest against the steep amount she had been charged. The cashier sent her a refund cheque for \$21.56 and explained that she had paid the serial number on her parking tag instead of the customary \$1 fine. —St. Paul Pioneer Press.

"R.S.V.P." are letters placed on an invitation requesting the persons invited to let the host know whether they are coming or not. Thus the host should be able to figure in advance how many sandwiches and cakes to provide. That, however, does not take into account person, who get the invitation and fail to notice the "R.S.V.P." on it. Nor does it take into account those who notice the "R.S.V.P." but are not sure whether they can come or not. Therefore, they do not reply immediately, and, on the day of the entertainment, suddenly wake up to the fact that they have not replied. —Guelph Mercury.

"The Printed Word" this week make an apt comment on wonder, and goes back six centuries to do it, by quoting Hafiz. The Persian philosopher, asked what were the three greatest things in life, answered "Liberty, love and wonder." Our generation is different, as a recent poll which asked the same question revealed, and we do not emerge very creditably so far as contemporary values are concerned. In the modern poll, only a few of these answering said Jesus, or love, or Christianity; only one said liberty, and no one at all mentioned wonder. Money, however, ran well up with food, clothing and shelter making a good showing. Drink did well. Security ran ahead of leisure. O'Connell said, "Winning is the greatest thing in life." —Sarnia Observer.

It cannot be too strongly impressed upon drivers of vehicles on the highways that failure to reduce the beams of their headlights as they approach each other at night is to invite collision or ditching. This omission is so common as almost to warrant describing it as general. The observation of the rule to dim in passing involves no difficult operation. In most cars it calls for nothing more than the pressing of a plug in the floor. The omission is an act of downright negligence and indifference. Time and again, a driver finds himself confronted with the blinding glare, not of the headlights of a single car, but of several in a row. To safeguard against being sideswiped or running off the road into the ditch, the cautious driver finds it necessary to bring his vehicle to a stop, and that is not conducive to traffic progress. —St. John's Telegram.

The world will not come to an end because Marilyn Monroe, a buxom blonde, and Joe DiMaggio, an ex-Yankee ball player, have reached the parting of the ways after a marriage which lasted nine months. The wonder is that it lasted as long as it did. No man's pride could accept the cheesecake photographs for which Marilyn posed. It is impossible to improve on the old saying that beauty is only skin deep. It requires more than beauty to effect a lasting marriage. There must be consideration for the other member of the team, mutual interests, belief in the fundamental standards of decency and unselfishness. Such a love grows when superficial beauty fades. The Yankee Clipper was a truly great ball player. We could wish he had been able to have seen the inevitable. —Cleveland Plain Dealer.

Very few people indeed, we suppose remembered yesterday a gay and merry monk of the 13th century who has left an indelible mark upon history, and whose feast day falls annually on October 4. He was St. Francis of Assisi, and to him both the Franciscan Order and its lay equivalent, the Third Order of St. Francis, owe their existence. Francis of Assisi lived only to be 45. He grew up as the impetuous son of a rich merchant, and was a leader of revelling groups of youths in his home city. Today, we have no doubt, there would have been ominous talk of "juvenile delinquency." Yet Francis' life changed miraculously, and he who had been brought up in luxury gave himself over with fervor to minister to the poor. —Sarnia Observer.

MONEY when you need it \$50 to \$1000 on your own signature Fast, one-day service. Easy-to-meet requirements. Up to 24 months to repay. Borrow with confidence from Canada's largest and most recommended consumer finance company. Call HFC today! HOUSEHOLD FINANCE I. W. Chisholm, Manager 150 Great George St., suite 1, phone 8591 CHARLOTTETOWN, P.E.I.

Unloading Today D. L. and W. "BLUE COAL" AMERICA'S FINEST HARD COAL A. PICKARD & CO. PHONE 5541

SPECIAL SALE OF CHOICE QUALITY PLATE & BRISKET CORNED BEEF CURED JUST RIGHT ONLY 30c lb. At J. M.'s MEAT MARKET BUILDING Phone 5535