

THE GUARDIAN

Authorized as Second Class Mail Post Office Department, Ottawa, The Island Guardian Publishing Co.

President and Associate Editor, 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, SATURDAY, MARCH 28, 1953

Obsolete Highways

There are about three million registered passenger automobiles in use in Canada, notes the monthly letter of the Royal Bank of Canada...

It was as recently as 1946 that the first all Canadian road crossing of this country was made by car. The United States has a network of highways every part of its domain...

Before the Christian era the Inca Road of Peru, four thousand miles long, and 25 feet wide was built over the roughest, most mountainous country in the world.

The coming of the railway set back highway development many years. Roads deteriorated until the turn of the century when the development of the motor vehicle caused an upheaval.

Life Insurance

In the annual report of the Canadian Life Insurance Officers Association which has just been made public, it was proudly announced that Canadian families received approximately one million dollars on "every working day" during the past year...

The increase in life insurance business has increased a great deal during the past few years, and so have the benefits paid out to policy holders by the companies.

Payments to living policy holders amounted to more than \$152,000,000 in the form of matured endowments, disability payments, annuity instalments, cash surrender values and dividends to policy holders.

The rise in the insurance business is noted as indicating that Canadians are a thrifty people. While they are meeting present obligations they are providing for their own security for the future.

Jet Air Streams

Record-breaking speed flights of today may be the scheduled airline runs of tomorrow when science announces it has time tables for the jet air streams.

Old as the earth itself, jet streams are not the fierce ghost winds of the ionosphere, nor the thermals used by glider pilots. They were unsuspected until World War II, says the National Geographic Society.

The paths of these jets are narrow. Military pilots who now regularly search them out report that flights of a few

hundred miles usually will take them entirely across a speeding jet. Nobody knows for sure what forms them, but some believe it is confluence, meaning the coming together of masses of cold and warm air.

Unfortunately from the point of view of those who would learn their secrets, jet streams curve, meander, zigzag, speed up and slow down, sometimes even stop altogether. Obviously, when the pattern behind all these gyrations is found, modern aircraft, particularly jets which perform best at high altitudes, will always be able to find a roaring tailwind or avoid a headwind.

Meteorologists, however, have disclosed some of their weather findings. When a jet stream curves southward, for example, it may suck in cold polar air, bringing cool weather in its wake.

EDITORIAL NOTES

Tomorrow, 6th Sunday in Lent. Palm Sunday.

Lent certainly seemed much longer six weeks ago than it does right now.

Welcome to the specialist navigation group from Mamby, England, now visiting their opposite numbers at the R.C.A.F. Specialist Navigation School at Summerside.

Those seven new post office buildings built in the Maritimes since 1945 could well have included one at Charlottetown. It is very largely the fault of citizens that a single proposal was not adopted and acted upon.

A notable feature of the Budget and one likely to become even more fixed, is the very slight control exercised by the Province over the amount of revenue to be obtained. Taxes remain unchanged.

The big six-gun that opened up the West is no longer used by Canadian forces or the R.C.M.P. Crown Assets Disposal Corporation has sold 2,634 revolvers of .455 and .45 calibre at about \$8.53 each for export to the United States.

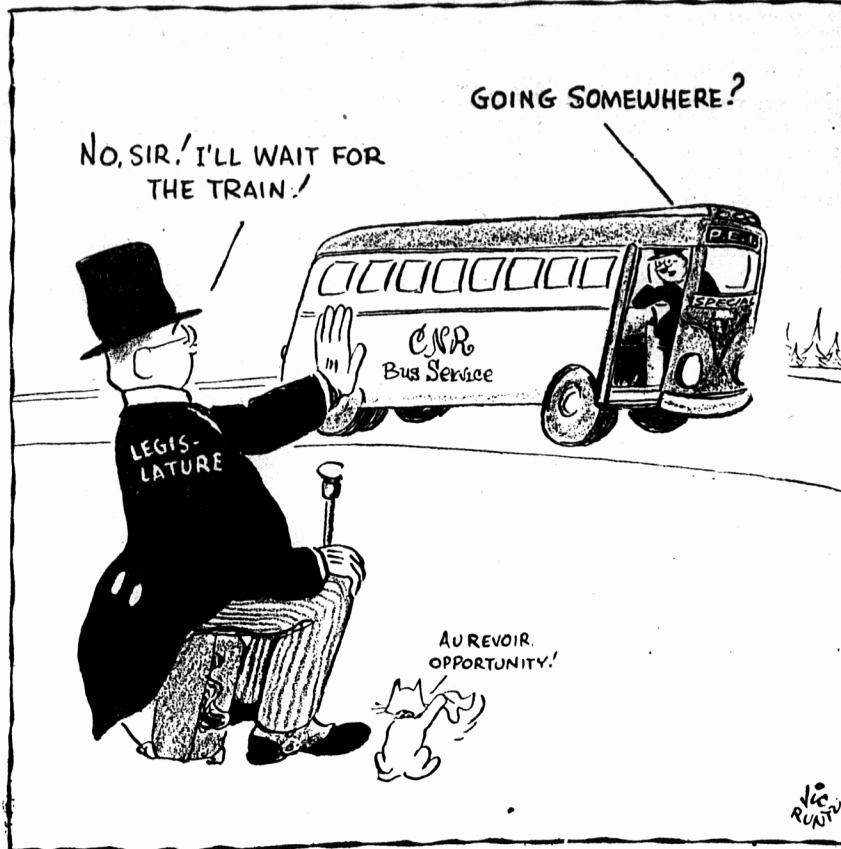
There is a good case for making the Charlottetown School Board responsible to the City Council which is obliged to provide the funds for the Board's expenditures. Over the past number of years, however, the Board has not been so lavish that the Legislature is justified in cutting down the amount which it is authorized to spend.

The disadvantage of arming others to do one's fighting is the responsibility for conduct over which one has little control. The United States is experiencing that difficulty at the moment with Chinese Nationalists in Burma. The even worse alternative, however, for the United States would be to do all the fighting herself, or assisted only by those countries which have the necessary economic strength to arm themselves.

Sergei Rachmaninoff, Russian composer and virtuoso pianist, died this date 1943. He came of old Russian landed gentry and had a brilliant musical career in pre-revolutionary Russia. Later he settled in the United States, working as a pianist and conductor. As a composer his more personal works are saturated with beauty to an extent too obvious for some tastes.

Those interested in keeping youngsters as participants in sports rather than mere spectators will be grateful to the Premier and the leader of the Opposition for sticking up for rugby as against the kind of football played in Ontario and other parts of Canada. Of course if our ambition were to build stadia rather than healthy bodies some such change might be in order.

Nothing So New-Fangled For Us!



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.

ROCKY POINT FERRY

Sir,—The Fairview has made a trip at last. She is so much more convenient than a motor boat.

We heard by the grapevine that our worthy representative from Kingston was going to send a motor boat over this week. I suppose he did not realize there aren't too many motor boats sailing around at this time of year.

We were all thankful there was no serious illness in this vicinity, as there certainly wasn't any way of getting to Charlottetown unless we rowed across in a small punt as some of our residents were forced to do.

We congratulate "Resident of Rocky Point" on his timely remarks. We all realize at this stage of the game that there is definitely something lacking with the crew of the Fairview but as the Department of Public Works is responsible for the efficient running of this ferry, we feel that said Department should have the ferry ready for operation at a reasonable time.

We all hope the ferry will continue operations until she goes to Pictou for her annual overhaul, and no doubt the Department will make sure she is back on the route in first class condition, for the tourist season.

DISAPPOINTED LIBERAL

Sir,—The recent article by J. P. Lafferty, "Forty Days Without Winter Communications" brings back vivid memories to several residents of Murray Harbour for they were among those who were stranded in an all way to the freeing of the "Stanley" from her long seige of imprisonment. During the time that the steamers were in this area Mr. and Mrs. Reuben MacDonald and Mr. Meserve accompanied by a man remembered here only as Dutchy the "Dynamiter", left Charlottetown for Murray Harbour, going by train to Georgetown and then by steamer to the Harbour. It appears that Dutchy had ample supplies of dynamite with him. Arriving at Murray Harbour they proceeded to Cape Bear and soon two dories with six or eight men in each started for the steamers which were then marooned some seven miles S.E. of Cape Bear.

They reached the stranded ships that evening and in the morning owing to some dispute over wages one crew returned to the Cape. Later that day, however, the differences were ironed out and the men returned to the aid of the stricken vessel that same Saturday afternoon. Sunday the wind shifted to the N.E. with snow and the steamers were driven to the South side of Georgetown Island. Monday morning a third group left to aid the stricken ship. They followed along the shore to Little Sands and then struck south across the straits. Tuesday the tide carried the huge ice pan which imprisoned the steamers to the West end of Pictou Island; at times there was less than a foot of water under the Minto's keel.

The next morning, March 17th, thanks to the feverish efforts of the men and the telling effect of the dynamite the Stanley broke clear and taking the Minto in tow proceeded to Pictou Harbour. The Stanley at once began loading freight and when loading operations were completed left for Georgetown, landing the helpers at Cape Bear en route.

The following went to the several dory crews that went to the aid of the stranded steamers: Albert MacLeod, Wallace White, James F. Herring, Colin White, Joe MacLeod, Simon White, Vera

The Age-Old Story

One of his disciples, Andrew Simon Peter's brother, saith unto him, There is a lad here, which hath five barley loaves, and two small fishes: but what are they among so many? And Jesus said, Make the men sit down... So the men sat down, in number about five thousand. And Jesus took the loaves; and when he had given thanks, he distributed to the disciples, and the disciples to them that were set down; and likewise of the fishes as much as they would. When they were filled, he said unto his disciples, Gather up the fragments that remain, that nothing be lost. Therefore they gathered them together, and filled twelve baskets with the fragments of the five barley loaves, which remained over and above unto them that had eaten.

White, Silas Senebough, George Dunn, Reuben Penny, Edward Chapman, Joseph White, Edward Colbert, Hugh Jackson, Horace Hyde, Thomas Gosbee, John N. MacCrimmon, Hiram Hyde, Thomas Roberts, William P. Herring, Gabriel Herring. As far as we are able to ascertain, only the first four listed are still to the fore.

I am, Sir, etc., J. A. B. MacCONNELL.

CITY TAXES

Sir,—Evidently there is quite a controversy over the increased taxes on City property, which is nothing more than could be expected. We all realize that City property owners must pay a certain amount of taxes because school-teachers and certain employees must be paid and the streets cleaned, must be kept in good condition; but for the City Council to think that the taxpayers can pay all the expenditures of the City is a mistaken idea, the same as it would be to think that the tax payers of this Province can meet all the expenditures from year to year.

There are other sources of revenue. The City Council should take good care not to hold their meeting and increase the tax percentage rate until after the Appeal Board concluded, otherwise the Appeal Board might not be through yet.

A year or so ago the City properties were all reevaluated, which was a good thing in some respects. But the valuations were based on or less on the present inflationary conditions when everything is so extremely high, which is not very fair to the ordinary working man; and now they come along and increase the assessment percentage rate from \$2.35 to \$2.75. This increase may not affect the better-off people, but what about the working man who could only make ends meet before, and the younger laboring class who are trying to pay for some perhaps some of these built-up homes that may have cost them \$6,000 to \$10,000, that will take them years with hard struggling to pay for; and then to be burdened with extremely heavy taxes every year would almost make them quit and go to Central Canada, which a lot are doing where wages are much higher and it is easier to make a living. Even a number of immigrants only stay here long enough to understand the situation and then go to Central or Western Canada.

There are practically no industries or manufacturing plants and the wages are small. I am not blaming the employers, they are perhaps paying all their business will allow them to pay; but in view of this inflationary condition how can employees pay high taxes? Now the Council is trying to make them pay \$2.00 to drive their car over the City streets besides high registration fees, insurance and all other expenses just for a conveyance to go to work every day.

And look at the effect the increased taxes will have on rent. Compare rent and wages here in Charlottetown with rent and wages in Toronto, and one would see how long they would stay here.

If the City wants the working

Old Charlottetown

(And P. R. L.)

ADVERTISEMENTS

From the Royal Gazette of Aug. 27, 1833:

"For sale, a very neat new Gig, painted green, pick'd out black, with drab lining; and scarlet lace. The Body may be transferred to Carolee Runners in a few minutes. To be sold at a price to ensure a purchaser. May be seen at Mr. Scantlebury's, Charlotte-Town. Inquire for Samuel R. Sabine, Coach-maker, late Manager at S. Crimwood's, Wheelwright, S. R. S. has practiced in some of the first Shops in the East of London for many years, and will be glad to receive Orders of Gentlemen who may wish to have Carriages of any description made, previous to his leaving the Island, which otherwise he purposes doing in a short time."

John Jury, Clock and Watch Maker, begs leave to inform the inhabitants of Charlotte-Town and the Island in general, that he tends again carrying on business at his own house, adjoining Mr. Robert's Baker, in all its various branches and respectfully solicits a renewal of their favours.

Hugh Rochford, Lot 16, advertises that "a brindle Ox, with white back and tail, giving milk, one yoke of Oxen, one black Ox, with white back, and a red Ox, with white face, came to Rochford's Commercial Ship Yard some time since. The Owner or Owners may have them by inquiring at that place or at Widow Rochford's Farm, Brown's Pond, Lot 16, on paying expenses."

Peter Curran announces that he has removed to the store in Queen Street lately occupied by Mr. William Koughan, and immediately below Mr. Dennis Reddin's, and also that he has just returned from Halifax with a new supply of goods, to be sold on the lowest possible terms for cash.

T. B. Tremain offers for sale "a very superior copper Still and power Worm, with iron Boiler, etc., complete." Editorially the paper notes that "Friday, the 16th being a regular post day, some disappointment was experienced at the Halifax Mail, arriving by the Steamer; and it was not until six days thereafter that any account of it was received, when it arrived in safety, having, in the intermediate time, taken an excursion as far as Antigonish, from whence it was returned to Pictou, on the mistake being discovered, and forwarded here on the 22nd."

class of employees they had better see that they have a chance to live without being overburdened with taxes. We are almost at the stage where an ordinary man is unfortunate to own property in Charlottetown.

I am, Sir, etc., UNFORTUNATE TAX-PAYER Marshfield.

Advertisement for CHEST RUB IN SOLID FORM vapor-stik. Text: NOW! A FAVOURITE, FAST-ACTING CHEST RUB IN SOLID FORM MILLER'S vapor-stik FOR COUGHS AND COLDS FAST MEDICATION CLEAN MEDICATION MORE MEDICATION Easy to apply - Hands stay clean 59¢ Since easily Vaporizes quickly

The Passing Scene

By Observer

BOOKS FOR A DESERT ISLAND II

If I were on a desert island I suppose one of the things that would bother me, at least at the outset; would be the absence of the familiar. The transplanting process which I should be obliged to go through in extraordinary fashion would present many problems and everything, even survival itself, would depend on the results. I should be on my own. Many of the normal diversions which, like everybody else, I have relied upon to alleviate life's sameness would not be at my beck and call.

Now, how could I make sure of having a goodly supply of the three necessities I have mentioned? If I could take my entire library along with me there would, of course, be no difficulty at all, but somehow I have to get all three in one volume. And that, it seems to me, points to one book and one book only: "The Complete Works of William Shakespeare."

I am glad that the correspondent who asked me to write this series did not suggest that I should exclude Shakespeare. To be perfectly honest about it I tried to leave him and all his works out of the picture on the grounds that he and them put at a disadvantage the thousands of other books from which one might choose. The fact is that the more I tried to keep the great man out the more insistent he was on coming in. And if I am right in assuming that poetry, drama, and comedy would be necessary ingredients in a desert island culture, there is nothing for me to do but bow to the inevitable and take all three in one parcel of grandeur and munificence.

There will perhaps be some more competent than I in the subject of world literature, who will disagree with my choice. That is something I cannot help. I must use my own judgment and not another's in the assignment that has been given me.

I am well aware that Shakespeare's chief genius was as a writer and actor of plays. That was where he made the name that is listed among the imperishable things of this world. His poetry, using the word in the usual sense of metrical verse, is perhaps no better than, and in some cases inferior to that of many poets from Homer down to Robert Hillyer. The poetry of his that I should want to take with me on my journey is that which runs invariably but unerringly through every passage of his plays. It is that indefinable something that one feels with one's spirit rather than the printed words that one reads with one's lips.

"If God made poets for anything," said Lowell, "it was to keep alive a sense of the beautiful and lofty." And surely every reader of Shakespeare's plays is confronted by that sense in a thousand places. Even in the passages that tell of evil things — and there are many such — one is conscious of beautiful and lofty aspirations striving to win supremacy over crude and angry passions. Sometimes, indeed, they are far in the background, but the great master of human emotions never allows them to be quite obliterated. They disappear at times but, before the reader is aware of

it, they are back again, stronger than ever. The poetry and drama, and the comedy, too, are not things that can be catalogued and put in separate compartments. It is not easy, and sometimes it is not even possible, to tell where one ends and another begins. This is true, of course, of many other great literary works. But, while in most cases it is in the nature of a phenomenon, in Shakespeare one expects it as a perfectly normal aspect of his art. That expectation would, I fancy, be a special source of delight to a desert islander who would have to be on guard continually against mental monotony and physical boredom.

Another thing that seems to me to justify this choice is that Shakespeare's works, more than any other I know anything about (except the Bible) are perennially new and fresh. You just cannot read any one of the plays as you might a best-selling novel, that is to say with intense momentary interest which, after one reading, subsides into passive indifference. One reading of "Hamlet", let us say, is useless. It is not until it has been gone over many times that one begins to have some inkling of what it is all about. From there on the road is a bit more familiar but always there is some vista in the distance which one can see but cannot quite reach. Somewhat in the nature of a dream when one awakens.

This exercise of trying to catch up with the genius of the author and to see into the pattern of his thoughts would certainly be of some value to me on my desert island. However long I might be obliged to remain there, whether one year or twenty, it would not be long enough to bring finished skill in this respect. So I should have at least one way to keep my faculties alert and ready for adventure.

With Thoreau to give meaning and purpose to systematic solitude, and Shakespeare to keep alive the fires of "divine discontent", I should not be alone at any time. Two steadfast friends and guides would constantly be at my side to keep me from "losing my way in the universe."

Did you know that over 300 accidents were treated at the 34 Red Cross First Aid Posts in this Province last year? ? ?—Your 1953 Red Cross contribution will make it possible to continue and extend this life-saving service and promote "accident prevention"!! Be generous when the canvasser calls!!

Order your Spring SUIT and TOPCOAT Now while the new range of samples is complete. \$39.50 up. J. P. MacPHERSON & SON 157 Queen St.

LIABILITY INSURANCE The complexities of modern life make a man's responsibilities much wider than is commonly realized. So many things can happen, in the home, the office, in the street and even on the golf course. Yet these unexpected, accidental things are liabilities which any man be called upon to meet. For employers there is also the consideration of their legal liability to office staffs and others not covered by workmen's compensation. It is just such contingencies that Liability Insurance is designed to meet. We will be glad of an opportunity to serve you. HYNDMAN & CO. LTD. Insurance Since 1872. Offices: Charlottetown - Summerside - Montague Agents throughout the Province.