

THE GUARDIAN

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"The strongest memory is weaker than the weakest ink."
THURSDAY, JUNE 2, 1955

Fort Edward Museum

A move which will be appreciated by both visitors and citizens is the establishment by the Civic Centennial Committee of a miniature museum at Fort Edward during the summer festivities. This museum will house relics of early Charlottetown, such as old maps, pictures, weapons, etc., particularly of a military nature, and the Committee is appealing to all our citizens to co-operate in making this display one of the finest attractions of our centennial year. Relics loaned to the Committee will be insured, properly cared for and returned to their owners. There are quite a number of such mementoes in homes scattered throughout the Province, and it is hoped eventually that they will find a place in a permanent provincial museum. In the meantime, they can serve a very useful purpose in bringing more vividly to life the early days in our city and Province with which they are associated. We have a wealth of such material here, as compared with the younger provinces of the West, and the display, as is now being prepared by the Centennial Committee under Mr. F. A. S. Jones, will certainly be viewed with great interest during the coming months.

A Prospecting Landmark

Reports that the copper industry at Tilt Cove, Newfoundland, is to be revived on a large scale recall that as far back as 1860 that little outpost village was a thriving mining centre. The late Professor Harvey in his book "Newfoundland in 1897" (the year of her late Majesty Queen Victoria's Diamond Jubilee) told how the industry began and what it meant over the years to the economy of the ancient colony.

"Forty years have passed," wrote Dr. Harvey, "since the first prospecting work was done in Newfoundland. People were slow to believe in the possibility of these grim old rocks containing mineral treasures of any value. One day, in the summer of 1857, a prospector named Smith McKay, when engaged in searching for minerals, dropped into the cottage of a fisherman in Tilt Cove, a fishing village in Notre Dame Bay on the North East coast. His quick eye caught sight of a piece of yellow-coloured stone that stood on the mantelshelf. On inquiry as to whence the curious stone came, he was told that one of the children had picked it up at the bottom of a cliff close at hand, and that it had fallen from a yellow rock in the face of the cliff. Of course the poor fisherman had no idea that it was of any value, but McKay knew that he had found a deposit of rich copper ore. Ere many days had passed, a mining license was issued and in two or three years the quiet village was a scene of mining activity. In fifteen years this mine had produced 50,000 tons of copper ore. It is still worked and shows no signs of exhaustion, and gives employment to some 500 miners.

"Mr. McKay, who found the first copper deposit, did not visit that region by mere accident, or in a haphazard way. It was a suggestion from Sir William Dawson, the eminent geologist of Canada, that induced McKay to undertake a prospecting tour in that direction. From his knowledge of the geological structure of that part of the island, Sir William was able to predict that copper and other ores would be found, just as Murchison predicted the discovery of gold in Australia. He was aware of the large development of the serpentine here—a fact of primary importance. They belong to what, in Canadian geology, is termed the Quebec group of the Lower Silurian series—the metaliferous zone of North America. It is rich in copper ores, and is accompanied with silver, gold, nickel, and chromium ores. Now the Lauzon division is the one which is developed in North-Eastern Newfoundland. Knowing this, Dawson gave the hint to McKay to search this region, and hence his appearance at Tilt Cove. It is one of the triumphs of science which has never before been published. Had the predictive communication not been made, these mines in such an obscure region might have remained undiscovered to this day. Truly, knowledge is power."

According to recent geological surveys there are at least 10 million tons of copper ore still in the ground at Tilt Cove and prospects for even greater amounts in adjacent areas. Apparently, the earlier geologists were not aware of this great abundance. They did, however, know that the high quality of the mineral

Professor Harvey quotes an eminent American mining expert as saying: "The copper is a beautiful yellow sulphuret, and contains from eight to twelve per cent of pure copper. I have never seen finer copper in the course of my experience. The character of the rocks in which it occurs is such as to give an assurance of perpetuity in the working. A more promising mining field for copper I have not seen. Newfoundland is destined to become one of the greatest copper-mining countries of the world."

Railway Competition

About a year ago President Eisenhower established a Presidential Advisory Committee on Transport Policy and Organization. This committee was to "undertake a comprehensive review of overall Federal transportation policies and problems" and to submit recommendations for his consideration. This committee has now submitted its report. Its bearing upon the railway problem in Canada, suggests the Montreal Gazette, is so real that it merits close examination in this country.

The report points out (as the heads of the Canadian railways have also been pointing out) that the railways no longer have a monopoly of transportation; and yet they are being heavily regulated by the Government, as though they were still monopolies. The railways are being hard pressed by trucks, by shipping, by air services, by pipelines. And yet, while these other means of transport may be relatively free from regulation, the railways have to work under a network of entangling restrictions. While supposedly trying to protect the shipper and the consumer, these government regulations work, on the whole, against their best interests. This happens because the railways, as the basic carriers, have to face their competitors with one hand tied behind their backs.

The Report to the President makes the same two points that the Canadian railways have been making. The "major objectives" of its recommendations are for an "increased reliance on competitive forces of transportation in rate-making." And it makes these recommendations in order "to have transportation enterprises function under a system of dynamic competition which will speed up technical innovation and foster the development of new rate and service concepts."

These recommendations do not suggest that all government regulation should be removed. There would still be protection against exorbitant rates on the one hand, or less-than-cost rates (cut-throat competition) on the other. But in between these undesirable extremes the railways would be freed to give the very best competitive service they could at the very best rates they could offer. And this, the President's Committee is convinced, would lead to a livelier service at a lower price. If there are special cases where the Government is convinced an uneconomic transportation rate is nonetheless in the national interest, it should also become a national responsibility, and not an uneconomic burden upon the railways in their competition with their rivals in the transportation field as a whole.

EDITORIAL NOTES

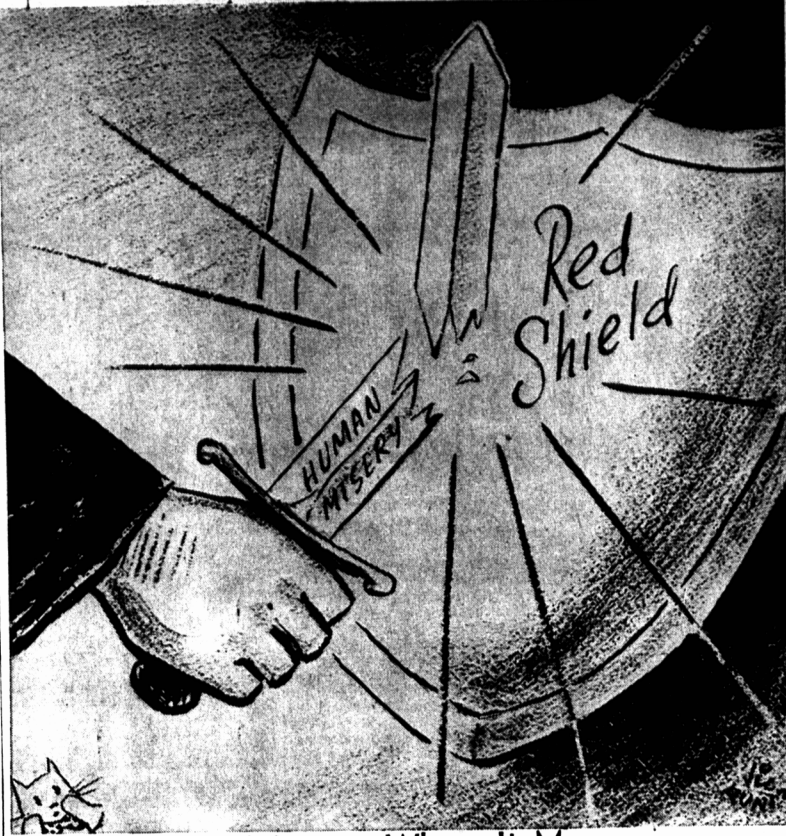
Coronation Day, 1953.

It has been revealed that in India, where salt taken from the sea is in general use, there is only about one-third as much tooth decay as in most Western countries where ordinary table salt is taken from other sources. Scientists are saying that the reason for this is that sea salt contains fluoride while the other kind does not.

A news dispatch says that this year Brazil will burn 6 million bags of coffee, "to keep the price up." That seems a lot, but it is far below average. From 1932 to 1940, according to the same report, more than 80 million bags were systematically destroyed. Quite an army of workers is employed full time in this waste for profit.

Welcome visitors today are the members of the Maritime Branch, Canadian Postmasters' Association, who are here for their annual convention. Representatives from the Post Office Department at Ottawa, as well as regional and district directors, will be in attendance, and the convention promises to be one of the most interesting and most largely attended on record.

Watching backbenchers for signs of unusual talent is a traditional habit of British Prime Ministers. There will be one backbencher in the new parliament whom Sir Anthony Eden will leave out of his occasional appraising glance over the Commons—Sir Winston Churchill. In this instance the backbencher will be eagerly watching the Treasury Bench for signs of renewed strength and developing talent in his former junior colleague.



Sheltering Whom It May

Gaelic Borrowings

Farquhar MacInnes in The Edinburgh Scotsman

The extent to which Gaelic has been borrowed from Pictish, or Old English, is a matter of considerable doubt and debate, but such elements as can be attributed to this source appear to be limited. There are numerous other borrowings, however, whose origins are more definite and clear-cut. During the time of the Celtic Church in particular, a number of words were incorporated into Gaelic from Latin. These, naturally, refer to, or reflect, the activities, especially the learned activities, in which the monks and the rest of the clergy engaged, and include such words as leugh (read), scriobh (write), and leabh (book). But quite a number of Latin terms have entered the language, not from Latin directly, but from English, which in turn often borrowed them from French—e.g., cuir (court), pris (price), sports (sp. 1).

Again, there are a few Latin words which were borrowed directly into English and passed into Gaelic—e.g., post (a post), and pair (a pair). Altogether, when we take into account the Gaelic borrowings from other languages, Latin has proved a friend in need. The chief contributors, however, have been Norse and English (including Anglo-Saxon and Lowland Scots). Historically, this is not surprising. For almost 500 years, the Hebrides and other Western and Northern parts of Scotland were occupied by the Vikings, and English, of course, has been a neighbouring language ever longer, most of our Norse or shipping terms are Norse—e.g., tobhta (thwart) abhsadh (slackening sail), sibha (crew), seir (a sea rock).

THE NORSE ELEMENT
Again, as might be expected from the long occupation, the Norse element in place-names is often very prominent, particularly in the islands, and must occur in several thousand cases. We have also a sprinkling of Norse borrowings, such as nabast (a neighbour) and ennas (a neighbour), for which there already existed good Gaelic synonyms.

For many centuries now—from Anglo-Saxon days in, fact—English has been a fruitful source of supply. The "haviour" of middle English, for instance, (meaning "haste" or "hurry"), becomes the "cabbag" of Gaelic (also meaning "hurry"), while there are numerous modern English borrowings too. These, then, are the principal ways in which Gaelic has enriched and enlarged its vocabulary. At no time has it pursued a policy of isolation, and cut itself off from outside influences. Indeed, such a policy, even if it were desirable, and, to-day, quite impossible.

No language is an island, self-contained and self-sufficient, and neighbours are bound to affect one another, willy-nilly, in countless ways. There is a very real danger, however, that the more powerful may swamp the weaker, and so "contaminate" its idiom and vocabulary as to destroy that language for all practical purposes. That is one of the great dangers confronting Gaelic in Scotland to-day.

There is a widespread tendency throughout the Highlands to-day to take over English phrases wholesale, and to employ innumerable English words in colloquial Gaelic, not because such words or phrases are required, but because those using them are ignorant of or are too lazy to use the correct Gaelic equivalent. At the same time, it must be admitted that, in many ways, Gaelic has failed to equip itself for the technical and scientific age in which we live, and has not kept pace with advancing thought. New inventions are appearing almost daily, new concepts and new ideas impinge upon us regularly, and often we have no adequate Gaelic terms in which to express them.

INVENT OR BORROW?
Are there, for instance, satisfactory words in Gaelic for "telephone," "telegaph," or "television"? I don't think so. If we study the examples I have chosen, it will be noticed that English has hesitated to make use of both of

Jules Verne Unique

(Globe and Mail)

Most notable writers must have had some anniversary celebration at least one century ago. Jules Verne, who was highly successful during his life as he wrote, among other things, an epic of science fiction, has remained constant in the annals of literature. Verne's strength as a writer lay in realizing that his vivid imagination required the discipline of factual knowledge to give his travel fantasies under the sea and through space even fictional validity. He was too imaginative to be a journalist dealing with contemporary affairs, not sufficiently academic to become a mathematical physicist or a mathematical scientist. So he based his romances on his own dreams (his words), but these he checked against the practical and theoretical knowledge of many French scholars with whom he made friends.

Verne wrote for the ever-present audience which likes fantasy within the boundaries of imagined truth. He invented nothing, but foretold a lot that has come to pass since his day. He inaugurated a new department in the art of writing, but he cannot be held responsible for the hundreds of millions of words later turned out by writers who profess to be his followers.

Science itself has made greater strides than science fiction. New discoveries have in themselves served the purpose of stimulating the imaginations of men, women and children around the world. Multi-dimensional concepts of space, space-time as a unit of measurement, the interchangeability of energy and matter, new developments in both aerodynamics and thermodynamics—these and a host of other discoveries have reached the layman's mind directly from the scientist. After all, when science finds a way of producing woven fabrics from milk, there is little left for the science-fictioneer to work on.

The Poets' Corner

SPRING IS THE SAME
Spring is a Martha-cow,
And a spotted calf;
A boy with an April brow,
And a whoop for a laugh.

In a new-green world together;
The pied calf wheels,
Brushing his patient mother
With a flick of heels.

The boy leaps to a song
That bare feet know
And tell to a ready tongue,
And a heart below.

The cow with the Mary-eyes,
And the Martha-name,
Watches without surprise:
Spring is the same!

—Lois Smith Hiers in the Christian Science Monitor.

WEEKLY WAGE UP

OTTAWA (CP)—Average weekly wages among Canada's factory workers increased to a record \$59.12 on March 1, the bureau of statistics reported Wednesday. This is a rise from \$58.51 on February 1 and \$57.75 on March 1 last year.

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Medically Speaking

Herman N. Budesden, M.D.
DIET MAY BE CAUSE IF YOU HAVE HIVES

The allergy known as hives is frequently caused by sensitivity to certain foods.

There are various methods of treatment. First, your doctor must determine what is causing your allergy. While dust and poisons sometimes are responsible, the cause of hives usually can be traced to foods.

Simple Diet

I would suggest you eliminate the following foods from your diet at the first sign of hives: Cheese, chocolate, mushrooms, onions, tomatoes, eggs, pork, citrus fruits, melons, fish (especially shellfish), pickles, garlic and alcoholic beverages. Sometimes hives can be blamed on wheat, milk, nuts, certain fruits and vegetables. Your diet should be simple and low in proteins.

If your case of hives is attributed to foods, you may suggest you take castor oil or an enema to relieve a fresh outbreak. This usually is followed by a dose of sodium bicarbonate to irrigate the colon.

He may then prescribe cortisone or hydrocortisone. Both have produced good results. Epinephrine injections, lime or calcium preparations are also of value.

QUESTION AND ANSWER

L. M.: What causes blood pokelets in the first layer of the skin on the arms?
Answer: This is probably what is known as purpura. A person with this condition should consult a physician. Have a careful check-up, including a complete examination of the blood so that the clotting time, bleeding time and the number of blood platelets, which help in the clotting of the blood, may be determined.

Too Few Workers

(Montreal Gazette)

In the whole country (population two million), there are only 35 people registered as disengaged, 28 men and seven women. There are 13,450 registered jobs vacant. And this latter figure is not complete. Many employers do not bother to register vacancies, considering it a futile gesture.

On the face of it, this sounds like no problem at all. Yet a little thought reveals that this kind of imbalance is not desirable either. A labor shortage, in a country which is seeking to expand its industries, develop its natural resources, is a crippling thing. It has another effect. With labor short, employees are impelled to "raid" each other's staffs, bargain for what labor is free.

This sounds wonderful from the worker's point of view but it actually means that prices keep steadily rising, quite as steadily as wages. Neither management nor staffs profit from this spiral, as living costs go up and export trade, over-priced, goes down.

New Zealanders may be interested in the invention of Farmer E. A. Cory, of Gloucestershire, England. He has developed and tested a control mechanism which enables a tractor to roll or harrow a field by itself. Such automation devices might help New Zealand get her employment figures in better balance.

The Age Old Story

God is the Lord, which hath showed us light . . . O give thanks unto the Lord; for he is good: for his mercy endureth for ever.

SETS UNOFFICIAL RECORD

PARIS (Reuters)—Pilot Jacqueline Auriol, daughter-in-law of former French president Vincent Auriol, has set an unofficial world air speed record for women of 708.362 miles-an-hour. It was announced Wednesday. She beat the previous mark of 674.197 miles an hour held by American woman pilot Jacqueline Cochran. The French woman flew a Mystere fighter equipped with a Rolls-Royce Avon turbo-reactor.

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NOTES BY THE WAY

There's so much talk about diet these days that it causes one to wonder why those wishing to become slimmer don't just eat what they can afford.—Sarnia Canadian-Observer.

Man is supposed to be the most intelligent animal on earth. Well, he's the only one that does a lot of things he dislikes doing in order to acquire things he doesn't need, if that's a sign of intelligence.—Kingston Whig-Standard.

We are experiencing the annual Spring out-break of tractor accidents, drivers pinned and crushed under overturned machines. The tractor, when not carefully handled, seems to have become something of a lethal piece of machinery.—Brockville Recorder and Times.

If industry can, with mechanical progress, reach the stage of operating four days a week, using half the workers they have at present, and produce at capacity with mechanical operation going on only four days a week, we could expect about one third of the labor force to hold down two jobs.—St. John's Telegram.

In passing out praise for the breaking of the 10-year deadlock over the Austrian peace treaty, the West should not forget the part played by 7,000,000 Austrians themselves. More than half of their country, and a good half of their population, was under Russian military control all this time. The Russians exercised many kinds of pressure in trying to awe and influence the Austrians. They brought military and economic pressure. They spent tremendous sums on propaganda. They did all they could to build up the Communist Party in Austria. The Austrians never knuckled under.—Milwaukee Journal.

It is along about now that the cottage by the lake must be visited for the first time this year. There is a compulsion about it. During the summer the cottage gives such pleasure that to dream of it brings the season closer by a degree; therefore to visit it would draw summer right next door. This is, of course, a mistake. The cottage should not be visited until vacation starts, and then it should be opened up by someone else. The cottage should first be seen each year when all the beds are made, when all the shelves are stocked by splendid shades, when the sun shines warm by day and the stars are bright by night. The cottage should continue to be a castle. It never should be allowed to appear as it does at this time of year, a woebegone shack filled with cobwebs and the

cold dampness of winter. Why does not all that cold get out the way it got in, through cracks? It does not, and to see the cottage now is to learn disillusionment the hard way, and at first hand.—New York Times.

A report from Paris says that the French Army has developed an immobile "rocket tank killer." Meaning that it just sits there waiting for some enemy tanks to come its way. That's what the Maginot Line did, remember?—Buffalo Evening News.

Farmers should be happy to hear that the record rate of meat consumption in Canada today coupled with the 30 per cent increase in population since pre-war is using up nearly all of the meat farmers are producing.—St. Mary's Journal.

An increasing number of Manitoba towns are giving serious attention to community planning. Plans for the installation of public works such as water and sewage systems have turned attention towards planning in some cases, while in others the fact that town is "bursting at the seams" is overgrowing its boundaries, has pointed up the need for responsible citizen thinking about the future.—Winnipeg Tribune.

Advent of the boating season brings with it important responsibilities, especially for those who operate pleasure craft and their passengers. One of the fundamental safety regulations which we are told is being violated is that pertaining to proper loading of boats with passengers. Nine adult passengers were spotted last week-end in a four or five person boat at the most.—Cornwall Standard-Freeholder.

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