

THE GUARDIAN

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"The Strongest Memory is Weaker Than the Weakest Ink"

CHARLOTTETOWN THURSDAY, JAN. 25, 1951

Eisenhower's Task

General Eisenhower's lightning tour of European capitals is but the prelude to taking up his appointment as Supreme Commander of the Allied Armies in Europe. Thus, out of the North Atlantic Community and the North Atlantic Pact emerges the solid and comforting reality of leadership and organizing genius coupled with manpower and material as the basis for the defence of western Europe and the free world.

When Eisenhower left Europe in 1945 he had just completed another mighty task—that of commanding a powerful military weapon backed by the entire resources of the United States and the British Commonwealth, designed to deliver the "coup de grace" to the waning might of Nazi Germany. By comparison, the undertaking which confronts him today is even more onerous. He must create and deploy not an offensive but rather a defensive force over almost the same territory. The armed strength at his disposal will be but a third of that under his command in 1945. His responsibility will be, not to two nations, but to all twelve Atlantic Pact countries.

Organization of a headquarters command will be General Eisenhower's immediate concern. Operational direction of forces placed at his disposal by Atlantic Pact countries will follow. France has already committed herself to three divisions. The three American divisions now in Germany will now come under General Eisenhower, as will, at a later date, two more. British "Tommys", several divisions strong, will take their place alongside the French "poilus" and American GIs. One Netherlands and one Belgian division will join them. In due course, German troops will find themselves serving under Eisenhower's command. A small and somewhat obsolete air force will be available to him. His least concern will be with naval support, which Britain, France and the United States possess in overwhelming strength.

Around this small, hard core of defence units General Eisenhower must build a defensive system for Europe west of the Elbe so strong and so united that Soviet Russia will be forced to abandon all plans for military aggression in the West. His assurance of success lies not only in the fact that he has undertaken the task on the unanimous request of the twelve Atlantic Pact countries. It also lies in the willingness of those countries to give overt proof through steadily increasing the number of military units under Eisenhower's command that not only can Western Europe be defended, but that it will be defended.

Canada's contribution thus far consists of the arms and equipment to outfit the Netherlands division under Eisenhower's command. The presence of a division of trained Canadian troops would do more at the moment than anything else to strengthen the purpose of other Atlantic Pact countries facing the Soviet Union over the road blocks and barbed-wire barriers of central Europe.

Leading The Way

Canada's Avro jetliner, notes an exchange, opened the eyes of U. S. airline officials recently by cutting in half the standard flying time for commercial flight between Chicago and New York. It flew the route in 102 minutes, whereas current time for standard craft is two hours and 50 minutes.

Being the only aircraft of its type in North America, this Canadian plane breaks records, of course, every time it takes to the air. In the Chicago-New York flight it cruised at 450 miles an hour, aided by a 70 mile an hour tail wind, and reached a top speed of well over 500 miles an hour. On its U. S. tour it provided a preview, as it were, of future air travel in the upper altitudes. This will be far smoother and at least twice as fast as is now possible with standard craft.

This aircraft was designed for comparatively short distance flights, with a view to economical operation on present Canadian and U. S. internal routes. Britain has developed in the DeHavilland Comet, a pure jet aircraft, known to have much greater speed, and capable of making direct ocean flights.

To make the U. S. tour the Canadian jetliner cancelled a proposed visit to go on exhibit at Farmborough, England. This was due to the great interest shown by U.

S. airlines.

The United States has jet designs for transport on the drawing board, but none have been advanced to the production stage. In view of the decided advantage over competition that would be secured if jetliners are adopted, it seems likely the Canadian builders, A. V. Roe Canada, Limited, will be in on the ground floor when U. S. lines start to change over.

EDITORIAL NOTES

Conversion of St. Paul.

What shall the answer be to the "What's in a name?" competition now engaging attention.

There should be a large attendance at the Burns' anniversary concert tonight in the Prince of Wales Auditorium.

The Fisheries delegates are favoured with fine weather, and are apparently enjoying the hearty reception being given them.

Everything is all right in Canadian trade and commerce, says Agricultural Minister Gardiner, except as regards markets for apples, potatoes, and eggs—two, at least, of our specialties.

A growing number of officers on the retired list are again donning their old uniforms and returning to service. The increased pay and promised gratuities make a very attractive proposition for immediate enlistment as well as the knowledge that it might as well be now as later.

In Toronto a 21-year-old youth who confessed to robbing the cashier of the west-end Ocean theatre of \$70 last Dec. 28 was freed by Magistrate W. W. McKeown, who said he had no doubt that Gilbert T. Peters committed the hold-up but ruled that Peters, because he was drunk, was in no condition to form an intent.

Saskatchewan keeps down its insurance rates on private cars, and makes up the resulting heavy losses by charging a high rate on commercial vehicles, according to a New York insurance expert and official statements. The practice is not unknown in private business, but to the operators of commercial vehicles it must seem like taxation rather than insurance.

That description of the new Ferry, planned for the North Sydney—Port-Aux-Basques run, sounds just like what is required for the Wood Islands—Caribou service. Could the Department of Transport be persuaded to take advantage of the resultant economy of laying twin keels and handing over the second ship for operation by Northumberland Ferries.

Robert Burns, poet and philosopher, born this date 1759, and died July 21, 1796 at the age of 39. He was a ploughman and afterwards a farmer. Had only a common school education, yet developed into one of the greatest literary geniuses of his own or any other age. He was human, with humanity's failings more intense than that of the average citizen, but when it came to intellectual understanding of what is wrong with the world, he possessed a lively perception of how the situation could be met, and expressed his opinions in forceful, effective poetry, which, like Shakespeare's, will live forever.

Prince Edward Island has never lacked for public spirited citizens, but among them have been a number of outstanding examples of unremunerative work in the public interest over a great number of years. One of these is Mr. T. Roy Cudmore who has devoted inestimable time to numerous institutions and campaigns. Too often their efforts are taken for granted, and only should we lose these institutions, which in their aggregate are the enriching influences of our civilization, would we become sharply conscious of their worth.

The startling announcement is made that a railway is paying its way. It is the Pacific Great Eastern Railway of B. C., which has been operating in the black since September. Not only that, P. G. E. Superintendent J. A. Kennedy told a service club recently, but the line has made a profit of \$90,000 in the last 4 1/2 months. The province-owned railway has lost millions of dollars since it was started as a private concern in 1912. It still isn't complete. The line runs from Squamish, 40 miles from Vancouver, to Quesnel in the Cariboo rangelands about 400 miles north. It now is being pushed north to Prince George to connect with the Canadian National Railways Transcontinental Line. The government also plans to finish the southern end into Vancouver.

The "Shako" Trail



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.

NEWFOUNDLAND TRADE

Sir,—We must travel back to three and a half years ago to a certain day in August, when word came from Ottawa that our shipping conditions as they existed at that time were not in line with the present-day rules and would not be allowed to continue.

Out of this condition grew two methods of thought. Our Government took the stand that a new cattle shed must be set up along with adequate slaughtering facilities, and I decided that the day had come when we should turn over a new leaf and erect a plant instead, where shippers, farmers, cannery men of meat, etc., could get their livestock killed, inspected, chilled, graded, wrapped, etc., and refrigerated boat service be supplied for the shipping trade.

To date neither the Government nor I have finalized our decisions; perhaps you will see that one had bearing on the other. Our Government under Premier Jones and the Trade Agent at Newfoundland, asked Mr. Gordon White (present Provincial Government engineer) to draw up a set of blue-prints which would apply to a building they were going to move off the Railway Wharf. In the Fall of 1949 this building was moved and is at present situated between Prince Street wharf and the Railway wharf. I have been around there every day of my life since I cannot see where anything was done to it. I would like to point out that this building was moved to ground that was made earlier that summer by filling in the sea bed between the two wharves, and to the best of my knowledge collected a bit of rent at times for storage space.

In my case I had a guarantee of thousands of dollars from Newfoundlanders who were fed up on buying live cattle from here and were willing to throw in their lot with mine on a plant. Now they were along with this money and I had with me a little bit I had we could have a plant and a refrigerated boat calling here, and the island could enjoy the service of this boat too—a service which is badly needed in summer time. I must state here that I have spent quite some money and time on a plant and could have it ready for operation by early summer if I had co-operation. When this money was offered by the importers of live cattle in Newfoundland and held one string—they wanted our Island Government to back the bonds covering their investment, if only on a percentage basis. They gave me three main reasons for asking for this backing and their reasons were logical. They knew our Federal Government, under petition from our Island Government, was paying a subsidy of \$54,000 a year to the Island Connector to call at Charlottetown every three weeks in summer time; they knew we had a Trade Agent in their Province, who had been doing a good job, but it cost our Island; and they also knew our Premier Jones was forever talking and blowing about their market.

When I approached Premier Jones regarding my method to help out on the trade to Newfoundland, and told him about their financial offer, my proposition wasn't even given consideration. The biggest argument was in the fact that chilled meats could not be shipped away down there. We will leave the decision to the "Court of Public Opinion." My next letter will give further proof of what a Government can really do.

I am, Sir, etc. WOODROW WHEATLEY Charlottetown

The Age-Old Story

Blessed are they that do his commandments, that they may have right to the tree of life, and may enter in through the gates into the city. CHINESE LABOR Chinese immigration to Canada was encouraged up to 1855 because of the demand for labor to build railways.

Old Charlottetown (And P. E. I.) THOMAS MAY'S SURVEY

Some time ago The Guardian published an address on geological changes in Prince Edward Island by the late Mr. Thomas May, delivered before the Natural History and Antiquarian Society of this Province in 1899. Mr. May had been employed in 1872 in surveying the Prince Edward Island railway, and he drew upon his experience in this connection in describing the subsidence of the land in former ages. An interesting footnote to Mr. May's address has been received from his nephew, Major Fred F. May, formerly of St. Eleanor's and Charlottetown, and now residing in Duncan B. C. "My uncle speaks of Covehead Bay and residents of the same, and the natural phenomena he had found there." Major May writes: "When a schoolboy, I spent several most enjoyable summer vacations there, both at the farm of the late John Leitch and at McMillan's Hotel. I did considerable boating on Covehead Bay and know how shallow it becomes in certain places. And I have also walked along the shores of that Bay and on the North Shore, and helped my mother search for Indian arrowheads, some of which I still have.

"Covehead, Stanhope and vicinity had in former times been the home places of French settlers before the Island was taken over by the British. Perhaps you may remember that I once mentioned the old oaken barrel that had been taken from the Covehead mill-pond, which had been found to contain several French muskets. They had been thrown into the pond to prevent them falling into British hands. One of these old muskets, less its stock which had rotted off, was used for some years to stoke up the mill fire, and since the charge of gunpowder still remained, it promptly exploded, but without hurting anyone. I sometimes felt the desire to gain permission to drain off the old mill pond in order to find out if any more French occupation relics might still be there in the muddy bottom.

"I have before me as I write the same old sketch book to which, my uncle refers in the address published recently in your columns. It shows Keefer's Lake with the two-foot bank around it, running into the bushes, also shown. This sketch was made in 1872, and I am all the more interested in it since my own father was an assistant engineer in the same survey that my late Uncle Tom refers to. In the same sketch-book are also scenes at Strathalbyn, Lot 30, P. E. I., two scenes of Georgetown, its Square and Harbour, as well as of Souris Harbour. All these were made in 1872 to 1874.

"To me there is a most interesting interior sketch of the old Charlottetown Bink, 'on the site of the present one,' made in 1883. The site referred to is doubtless the old one on Fitzroy Street. What particularly strikes me is the minute detail made by my uncle of the beams and general interior of that old building. At the first of the sketch-book are two views of Yarrow Valley, Scotland, and of Yarrow Manse and Kirk, made by my Uncle Tom in 1871. All these old sketches are made in soft pencil."

The Welfare State

(By Rt. Hon. Arthur Meighen, P. C.) A very prominent American, of whom all of you have heard, just a few months ago proclaimed over these that anyone who opposed this concept of the Welfare State was unrealistic, out of tune with the times, and was trying to repeal the twentieth century. He gave as his reason for this bewildering pronouncement that he had never yet met a man who did not want welfare and want security. Well, neither have I; neither has any of you. A person who did not want these things would not be of this world. But what the Welfare State is trying to tell us is that the source of all welfare and security is the State, and that men can have it from the State and not without the State. The Welfare State is trying to persuade us that we will have more welfare in the degree in which higher taxes are levied against us—higher taxes on our labour and our thrift. The Welfare State tries to convince us that it will give us more security by spend-

The Poet's Corner

AT THE GRAVE OF BURNS

Fresh as the flower whose modest worth He sang, his genius glinted forth— Rose like a star that, touching earth, (For so it seems) Doth glorify its humble birth With matchless beams. The piercing eye, the thoughtful brow, The struggling heart, where be they now? Full soon the aspirant of the plough, The prompt, the brave, Slept, with the obscurest, in the low And silent grave.

I mourned with thousands—but as one More deeply grieved; for he was gone Whose light I halied when first it shone, And showed my youth How verse may build a princely throne On humble truth.

Through busiest street and lone-liest glen, Are felt the flashes of his pen; He rules 'mid winter snows, and when Bees fill their hives; Deep in the general heart of men His power survives. —William Wordsworth.

Geology Professorship For Mount Allison

(St. John Telegraph-Journal)

The announcement that a Sir James Dunn, Bart., professorship in geology is to be established at Mount Allison University in Sackville by the Algoma Ore Properties, for a period of the next twenty-five years, is welcome news not only for the university and its students but also for New Brunswick generally.

It is an outstanding example of leadership being shown by Canadian industry to further the cause of higher education, and to help ensure that the universities will produce well qualified young men to take their part in the future growth of Canada. Geology has been a sub-department of the school of applied science at Mount Allison. Now that course, which is so important to the economic development of New Brunswick, will be elevated to the position it deserves in the university curriculum. The benefit resulting from this broadening of Mount Allison's facilities will become increasingly apparent with the passing years.

Sir James Dunn, who was born at Bathurst and now resides at St. Andrews, is chairman and president of Algoma Steel Corporation, of Sault Ste. Marie, Ont., and is nationally known as a benefactor of education. At the University of New Brunswick, in Fredericton, his scholarships in geology since 1947 have contributed greatly to the advancement of able and deserving students toward the day when they begin their careers. Only last month it was announced that the Algoma Steel Corporation had made it possible for the Law School of Dalhousie University in Halifax—of which Sir James Dunn is one of the most

ing more than its income and by driving down remorselessly the value of our dollar. It seriously and loudly asserts that we are going to have greater liberty through more laws and regulations being piled upon us, strangling our every exertion and frustrating our every hope. The Welfare State looks us in the face and promises to lead us to a higher moral stature by teaching us to trust in the State instead of trusting in ourselves; by teaching us to yield to events and circumstances as the State unfolds them, instead of rising above events and adversities by our own God-given courage and resource. These ladies and gentlemen, are the dogmas of the Welfare State and these dogmas will deaden into pernicious inertia every fibre and faculty of the human mind and body and every aspiration of the human soul.

Notes By The Way

In some of the South Sea Isles the natives used to sell their beds in the mornings. This was not very foresighted, with another night likely to come on eventually when markets for beds would strengthen; but it did dispose of the problem mornings. Samuel Coleridge strolled away and rented some other London lodging. These are a variation of the Coleridge system, although the effort used up in cutting and laying balsam boughs to build a bed in the evening cancel much of the sneaking pleasure of leaving it behind in the morning. For those who do not appreciate the extent of man's disinclination for making, consider what happened at the Chateau Laurier during the railway strike. When members of Parliament found that they had to make their own beds, they stopped the strike. —The Printed Word.

The Kinsey Report idea is being applied to lobsters now except that the spiny creatures aren't interviewed about their love life. In an effort to check a declining lobster birth rate threatening the multi-million-dollar spiny lobster industry in the United States, a thorough study of the crustacean's living habits is being made by researchers at the University of California at Los Angeles. Through permanent records kept by an electronic recorder, it is hoped to guarantee a cheaper and more constant supply of shell fish for the dinner table. The first year and a half research revealed that male lobsters will protect their mates from bachelor lobsters but not from any predatory fish in the neighborhood. The UCLA researchers soon expect to learn where lobsters mate, where they lay their eggs, the length of the incubation period and where lobsters go on their honeymoon. —Ottawa Citizen.

According to the Economic Intelligence Service of the U. S. Chamber of Commerce, a chemist was assigned to a job in a munitions factory where he began to create a dangerous explosive. To his astonishment a youth of simple mind, the chemist explained that the temperature of a thermometer on a vat of chemicals must remain below a certain point to prevent an explosion. After making sure that the boy understood the instructions the chemist went to lunch, with the final injunction: "Whatever you do don't let that thermometer get over 400 degrees!" Back from lunch an hour later, the chemist found the boy bent over a wash basin carefully rinsing off a small object. The boy said proudly: "That thermometer was just about to reach 400 degrees and you said it shouldn't so I'm cooling it off under the cold water tap." The chemist barely had time to shove the boy and himself through the door and escape into the open before the building exploded. And, as the Chamber of Commerce remarks, any resemblance between this story and the use of price controls to cool off the inflation thermometer is purely coincidental and precisely correct. —Winnipeg Free Press.

distinguished graduates—to have a new chair in law. This meant that Dalhousie's facilities will be extended and will include, for the first time, a course leading to the master of laws degree in public law. And now the announcements concerning Mount Allison enables still another university to take a forward-looking stride in providing wider opportunities for youth.

PROFESSIONAL CARDS

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