

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, TUESDAY, OCT. 28, 1952

Parking By-Laws

The by-laws passed by the City Council Saturday prohibit parking off the travelled portion of the streets except where space is designated for parking purposes; and in any case prohibit parking on the travelled portion between 1 a. m. and 6 p. m.

It was necessary to adopt some such regulations for the protection of the rights of pedestrians, whose sidewalks in some cases are encroached upon by parked cars to the point where it is necessary to walk around behind them. Also the indiscriminate choice of parking spots has done serious damage to our public squares and to the appearance of other streets the sides of which have been used for parking although not intended for that purpose.

The ban on overnight parking on the traversed section is made necessary by the mechanization of street cleaning, as it was made necessary in winter by the mechanization of snow removal. Enforcement will be a source of annoyance to many individuals but it is not unreasonable that car owners should provide off-street garage or at least parking space at this time of year as they are required to do when the snow comes.

Ontario Highway Policy

One of the important amendments brought before the fall session of the Ontario Legislature calls for the financing of highway construction and maintenance out of funds specially voted by the Legislature. This procedure is a drastic change from the old methods whereby the funds were provided under the general statutory authority of the Highway Improvement Act.

Ontario's highway problem was stated tersely in the House by Premier Frost. "Car registrations," he pointed out, "are now over a million and a quarter; cars are rolling off the assembly lines and we may have a further 50,000 registrations before the end of the year. About one in every three of our population is a licensed driver. There is a motor vehicle for less than every four of our population. This just means that there are enough motor vehicles in Ontario for every one of our population to find a seat in a motor vehicle at the same time and not be crowded. Indeed, the province is on wheels. In addition to this, we have 5,000,000 visiting motor vehicles coming into this province with their occupants every year. We plan to bring the Highway Improvement Act right into line with the conditions of these very heavily mechanized days. Present highway construction in the province is far beyond anything previously attempted and is involving vast sums of money. This is very big business indeed. Hereafter money will be voted by the people's representatives annually rather than being expended under the general statutory authority of the old act."

Trygve Lie's Report

As Mr. Trygve Lie, Secretary General of the United Nations Assembly, sees the situation, the Korean question is still obscured by "honest misunderstanding" as well as potent falsehoods. So in his annual report to the Assembly he has set forth bluntly why we are at war.

"First of all," says Mr. Lie, "United Nations forces are fighting in Korea to resist armed aggression and bring it to an end. The only victory they seek is a victory for collective security and peace. This is not a war against the security of any single nation or against any system of government. It is not a war to unify North and South Korea by force. The unification and economic rehabilitation of Korea are political objectives of the United Nations but only by peaceful means. The Charter does not authorize the use of military force against ideologies or to achieve political objectives. The military action in Korea therefore has been undertaken and fought by the United

Nations only to throw back the aggressors, to bring the aggression to an end, and to restore peace and security."

On the important issue of collective security Mr. Lie's report is equally clear and unequivocal. He says:

"The final test of effective collective security will always be that a sufficient number of member governments are firmly committed in their policies to join in resisting armed aggression wherever it occurs and that they have at their disposal military power strong enough to strike back with punishing effect against any aggressor nation. This is the necessary combination of policy and strength that will achieve collective security because no nation under these circumstances will dare to commit an act of aggression."

Mr. Lie sees the chief value of such pacts in the organization of military power, making possible close co-ordination of defense preparations and advance creation of combined military force among participating members. He is unable to report an improvement in the general world situation and as regards Europe he notes the continuing deadlocks over Germany and Austria. At the same time he praises as "constructive and courageous" efforts towards European unity such as the Schuman Plan, the Defence Community and the Council of Europe.

EDITORIAL NOTES

Feast of St. Simon and St. Jude.

According to Premier Frost's estimate, the Province of Ontario stands to gain about \$20 million in the fiscal year 1952-53 as a result of the five-year tax rental agreement signed with the Federal government a few weeks ago.

It is proposed that at Prince of Wales College the pictures of graduating classes be hung in the corridors rather than in the library so that they may be seen by all rather than a few. What, though, if the pictures empty the corridors as well as the library?

Theoretically it should not matter whether a fund is collected and administered on a national or a local basis. But human nature being what it is, local people feel readier to give towards the Canadian Legion's poppy campaign knowing that the proceeds are used on a local basis to aid needy ex-servicemen.

Unlike the situation in the United States, reports the Bank of Montreal Business Review, the net budgetary cost of farm price support in this country has been very small. The net losses incurred by the Canadian Agricultural Prices Support Board during the five years after it began operations in 1946 amounted to less than \$10 millions. But with prices of farm products becoming softer, the cost of farm price support could conceivably be a more important item in the foreseeable future than it has in the past.

Captain James Cook, celebrated English navigator, was born this date 1728. He left his apprenticeship to a haberdasher to go to sea and was soon made mate. He joined the navy in 1755 and was successively master of three sloops, in the last of which he was present at the capture of Quebec. As marine surveyor of Newfoundland and Labrador he published the results of an observation of a solar eclipse off Cape Ray. He then was employed by the Royal Society, exploring the waters of New Zealand and Australia. In a later expedition he cruised the Pacific for three years with the loss of one man through scurvy.

The joys of progress are often tinged with regret and the movement of people from old property in the centre of Edinburgh to new houses on the periphery has brought its own particular loss in the closing of the world-famous Tron Kirk. The "Tron" is more than a kirk to Scots all over the world, for it is outside this famous landmark that thousands gather on Hogmanay to bring in the New Year with their friends. As the clock sounds midnight on the last day of the year Scots join hands and sing "Auld Lang Syne", as their thoughts turn to friends at home and overseas.

Fishermen have long followed a cardinal rule in the interest of conserving game resources: Throw back the little ones. Now, reports the New York Times, the National Wildlife Federation disapproves of the maxim, at least so far as hook-and-line fishing for sport is concerned. Under natural conditions, it is claimed, fish need no protection to repopulate or even over-populate the waters. Only a scanty few of each hatch can ever grow to maturity. In the competition for food and living space, thousands of fish must die in order that a dozen or so may mature. Sportsmen, however, may find the law unsympathetic to any such arguments.

It's Another Matter

NEWS ITEM: Push button system, helicopter, jet, electronics and television to be teamed for faster despatch of letters... Wonderful! ---- Now if only it were easier to write them! A word in time saves nine!

The Poet's Corner

ON GROWING OLD Be with me, Beauty, for the fire is dying; My dog and I are old, too old for roving. Man, whose young passion sets the spindrift flying, Is soon too lame to march, too old for loving. I take the book and gather to the fire, Turning old yellow leaves; minute by minute The clock ticks to my heart; a withered wire Moves a thin ghost of music on the spinet. I can not sail your seas, I can not wander Your corn land, nor your hill land, nor your valleys, Ever again, nor share the battle yonder. Where the young knight the broken squadron rallies. Only stay quiet while my mind remembers The beauty of fire from the beauty of embers. —John Masfield

Old Charlottetown

EARLY LICENSED TEACHERS The first meeting of the Board of Education of the Island was held in July, 1830, and the following list of schoolmasters includes all who were licensed by the Board up to the end of 1833, as published in the Legislative Assembly Journal for the following year: Masters of Grammar Schools: Alexander Brown, Charlottetown; Alexander Rae, Princetown; John MacNeil, Georgetown. District Schoolmasters: Reuben Fales, Thomas Irwin, Charlottetown; John Arbuckle, East Point; Charles MacCarthy, Lot 43; Thomas Brown, South Shore; John MacInnis, Malcolm Darrach, Elliot River; Neil Arbuckle, Belle Creek; Walter Phelan, Tryon; Samuel MacLeod, Belfast; Sebastian Davidson, Cavendish; Robert Robertson, John Shaw, Three Rivers; William H. Nells, Princetown; Royally, Alexander Smith, Lot 49; Neil MacLean, Pinette; Archibald MacKinnon, Point Prim; Allan Stewart, Lot 49; Archibald MacKewie, Charlottetown; Royalty; Thomas Crowe, Donaldstown; Neil MacKinnon, East Point; Neil Shaw, Dog River; John MacNeil, St. Peter's; William George Carson, Lot 32; Hector Johnston, Lot 34; James H. Fitzgerald, Bedeque; Richard Quinn, Brackley Point; Roderick MacDonald, Lot 14; Patrick Doyle, Cape Traverse; James Kelly, St. Andrew's; Hugh MacLean, North River; John MacNeil, Belfast; Patrick Griffin, China Point; Donald Graham, Orwell River; Thomas Walsh, Alexander McCabe, Edward Kickham, Charlottetown; Patrick Doyle, Vernon River; Anthony Melody, Lot 48; John Hearne, Darnley; John Whipple, Bedeque; William Coates, St. Eleanor's; Charles MacEachern, Newtown, Belfast; John MacLean, Lot 16; John Roman, Lot 18; James MacLaughlin, East Point; Roderick Campbell, DeSable; Donald MacRae, Belfast; George Irving; Robert Blake Irving, Charlottetown; Pierce Ryan, Brackley Point; Edward Kavanagh, Mill Cove; Thomas Noonan, St. Peter's; James Gouldrup, Bedeque; Robert Roderick, Mill Cove; Patrick Sweeney, Grand River; Michael Dunn, Lot 43; Thomas Welsh, Pisiquid River; Donald MacKinnon, Malpeque Road; Archibald MacKinnon, Murray Harbour; John Stuart, Guernsey Cove; Lawrence O'Brien, Cardigan River; John MacKinnon, Lot 33; Donald MacDonald, St. Peter's; Donald MacDonald, Lot 44; Charles Fowle, John Slattery, Bedeque; William Morris, Charlottetown; Donald Murchison, Point Prim; Thomas Collins, In-

Notes By The Way

Canadian Post Office proposes to speed up Her Majesty's mails in this country. Even more effectively, many will hold, would be restoration in the cities of the two-deliveries-a-day system. — Ottawa Journal. As Great Britain sinks in the world political scale the consolation found in the tame animal kingdom seems to increase. Since 1947, when we had our first sharp economic crisis, the dog population is up (according to the surveyor's calculations) by 22 per cent, the cat population by 16 per cent, and the cage-bird population by 170 per cent. There is much room for advance, unless hard-hearted landlords and a scarcity of food bar the way. But, perhaps, four million cats, and over a million and a half cage birds are quite enough to be going on with. — Manchester Guardian.

Some Peace River district farmers, or rather their grainfields, are being attacked by herds of "wild" horses. The animals will have to be stopped, undoubtedly, yet we suspect many will feel some sympathy for the animals, as well as for the men. Nowadays, horses can scarcely be blamed for taking to the hills and forming wild bands to perpetuate their species. In domestic life, after all, they are being more and more replaced by machines, and human beings are becoming altogether too fond of biting into a haunch of horse. If these trends continue, and horse sense means anything, Dobbin and friends may well go back to nature in increasing numbers as time goes on. — Edmonton Journal.

Students Exchange

The National Federation of Canadian University Students has taken a stand against visits of Russian students to Canada and Canadian students to Russia on a reciprocal basis. This is, we are sure, the right decision. The Russians would welcome such a step because of its opportunities for propaganda—directed both at our young people visiting the Soviet Union and at Canadian students at home through the young Communists we should have to admit and entertain. All that might not do any harm, but it is folly to subject, and unnecessarily, so many of our young people to so sinister an influence. There is no question here of any sacrifice of the broad principle of freedom of speech and of thought and opinion. Communism is a revolutionary force and the true Communist is devoted with evangelical fervor to the overthrow of our free institutions and the establishment of a Red tyranny. Certainly there is no obligation upon us to give them aid and comfort in their malignant ambitions. The proposed exchange of students would be to the advantage of the Communists. We in our open-hearted way would show them virtually anything they might want to see in Canada, tell them what they might want to know, give them unlimited opportunities to convert and corrupt our people. Canadians in Russia, on the other hand, would see no more than their hosts think good for them, would not be permitted to associate freely with Russians—not even ambassadors have any freedom of action there—and they would have no real opportunity of sipping up Communism in action or assessing its shortcomings.

The Age-Old Story

The Lord hath appeared of old unto me, saying, Yea, I have loved thee with an everlasting love; therefore with lovingkindness have I drawn thee... For thus saith the Lord; Sing with gladness for Jacob, and shout among the chief of the nations; publish ye, praise ye, and say, O Lord, save thy people the remnant of Israel... They shall come with weeping, and with supplications will I lead them: I will cause them to walk by the rivers of waters in a straight way, where-in they shall not stumble; for I am a father to Israel, and Ephraim is my first-born.

The Passing Scene

Accidents will happen, of course, but that old saying can hardly justify the enormous number of fatal highway accidents, a number which appears to be increasing every year in spite of all the advice that is being constantly handed out to automobile drivers. The problem is a very grave one in this country and the United States and no doubt in other countries as well. Unless drastic measures are taken soon it promises to assume the status of national calamity. The cost in material terms is appalling. The cost in human suffering and anguish is something which no statistics can reveal. The tragic thing is that in the great majority of cases "accidents" are not really accidents at all, but simply the results of carelessness, bad judgment, and downright negligence. As a recent speaker on the subject put it, "the human factor (the driver) is the greatest single cause of accidents". Contrary to popular opinion, the instances where mechanical defects and weaknesses are responsible are relatively few. So, apparently, the chief reason we have so many highway fatalities is that there are far too many irresponsible drivers on the roads.

According to the same speaker, who evidently had facts and figures to support his statements, 70% of all accidents are caused by speeding, driving on the wrong side of the road, drinking, and refusing the right of way to others, in that order. This is proof that the human factor is indeed the principal element involved. It is a strange fact that many people who, normally, appear sane enough, become virtually crazy the moment their feet touch an accelerator. Why this is so the most eminent psychiatrists have not been able to explain, and certainly it is a psychiatric problem.

Need for haste is nothing whatever to do with it. It is only in extremely rare cases that a man has any real need to drive at a higher speed than fifty miles per hour. Very often fast drivers are not going anywhere in particular. They have no purpose in mind except the desire for speed. Driving on the wrong side of the road comes in somewhat the same category. There is no excuse for it and no advantage to be gained by it. It is obviously just as easy to drive on the right side as on the wrong one, and yet hundreds of drivers persist in this delinquency.

Why do they do it? The late Professor Freud could answer almost any question having to do with mental aberrations (to his own satisfaction, that is) but this is one question that his profound knowledge of self-assertive tendencies would not have been sufficient to answer.

Whatever may be said of drinking from a social standpoint, there is only one thing to be said about it so far as car driving is concerned. It is definitely and inexcusably criminal. There is no getting away from the fact that every drinking driver is a potential killer. He does not always kill, but he scarcely ever intends to kill, but neither of these circumstances can modify the ever present danger. I have heard of only one community where this problem was faced in realistic fashion, and that was a small town in one of the American States. Any person involved in a highway accident through drinking, moderately or otherwise, was not permitted again, for any purpose whatsoever, to drive any vehicle within the limits of that municipality, and breach of that law is regarded as a felony.

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