

THE GUARDIAN

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CHARLOTTETOWN, SATURDAY, MAR. 22, 1952

Our Financial Picture

Even in this little Province we are beginning to budget in such astronomical figures that annual debt increases of a million dollars or more are being taken for granted. Last year the debt increase was almost \$400,000 over the million-dollar mark, as shown by the Public Accounts tabled by Hon. Mr. Darby in the Legislature. Our total expenditures ran into nine and one-third millions, our total liabilities, as of March 31, 1951, were over fifteen and one-half million dollars and our gross funded debt, less sinking fund assets, was thirteen and three-quarter millions. Nor does there seem to be much relief in sight, for Mr. Darby last year budgeted for a gross deficit of \$1,865,000 for the current year, with a surplus of some \$62,400 on current account. The new Federal-Provincial tax agreement, under which a larger guaranteed minimum grant has been obtained with the expectation of further increase in the bonus based on gross national production, may help us to balance our overall budget in the future. For the present, however, we are going behind at an alarming rate while some at least of the other Provinces, being able to exploit resources we do not possess, are heading steadily in the other direction.

There is no denying that a great deal of our provincial expenditure on improved roads, education, agriculture and health and welfare services is unavoidable. The surplus of over two hundred thousand dollars on ordinary account last year shows that the Government has sought to practice economy, but such surpluses against the overall mounting deficits mean little. Our whole problem boils down to the fact that our fiscal needs are out of line with our revenues, and that Ottawa is in large part responsible for its failure to implement our claims. If it can be shown by Mr. Darby that substantial progress in this direction has been made under the new tax agreement, and that further progress can be reasonably anticipated before we drift hopelessly into arrears, it will be the best news the House will have received for many years.

Highway Fatalities

Twenty deaths on Prince Edward Island highways last year present a serious challenge to users of the roads and to those responsible for the control of traffic. More than half the number were themselves in motor vehicles but one was driving a horse-drawn wagon and seven were walking, running or standing on the highway.

Excess speed was a factor in many of the fatalities but excess speed is a relative thing. What is reasonable on a clear straight highway may well be dangerously fast driving in a built up area with children playing nearby and people using the highway as a footpath.

There is no simple solution to the increasing number of deaths caused by the automobile. An improved standard of care and skill by drivers would do much. Proper planning of communities so that residential streets are not also through highways would do more, and having vehicles of all descriptions lighted at night would remove another hazard. Probably the greatest improvement in highway safety would be the elimination of the drinking driver. The report of the R. C. M. P. tabled in the Legislature indicates that there were fifty-four licenses cancelled during the year for varying periods. These cancellations serve the double purpose of making drivers more careful as well as removing from the roads, for a time at least, some who would otherwise be a continuing source of danger.

Senator McIntyre's Proposal

Senator McIntyre's proposal for a Maritime-Federal conference to discuss Federal aid for power development in Canada's Atlantic Provinces will, it is to be hoped, receive the unanimous support of all our Maritime Senators and members of the Commons. It is to be hoped, also, that there are public spirited men of the type of Mr. J. R. MacNicol representing other Provinces who will see the need and overall value of this suggestion. When Mr. MacNicol represented a Toronto constituency in the Commons, he did a great deal to boost the Maritimes, and some years ago put forward a detailed scheme of power development for this section of the coun-

try which would have been of tremendous benefit to Prince Edward Island as well as to our sister Provinces had it been implemented. His blueprint is on record at Ottawa, and could easily be brought up to date and used as a basis for discussion at a conference of the kind proposed by Senator MacIntyre. A factor of importance in the MacNicol programme is that it originated with a hard-headed Ontario industrialist who had the vision to see that an industrial renaissance in the Maritimes was something which would benefit all Canada, and was of vital national concern.

It is essential that this point be kept in the forefront if Federal approval is to be obtained. Also necessary, of course, is co-ordinated action on the part of all our Maritime representatives and Maritime governments. We know too well what happens when this co-ordination is lacking. If there is any lesson to be learned from our political past it is that in unity lies our only strength. A few words from the late Sir Louis Davies are quoted in another column on this page in today's issue, in which the same moral is emphasized. Uttered nearly seventy years ago in the Market Hall in Charlottetown, they can still be read with profit.

EDITORIAL NOTES

Tomorrow, fourth Sunday in Lent.

The Red Cross drive is off to a good start.

Hunter River seems to attract front page position these days.

The Legislature will not resume till Monday after the customary week-end.

Attorney-General Darby, Q.C., paid a well deserved tribute to his deputy, Mr. J. O. C. Campbell, Q.C., on the successful completion and publication of his magnum opus, the Revised Statutes of the Province.

For several months past Mr. J. A. Gillies, in his letters to The Guardian, has been rebutting the pessimists and knockers of our agricultural industry. His points have been so effectively made that now everyone is getting on the band wagon.

It is the radio we have to thank for deflating long-winded politicians. The weekly Party radio speaker is limited to fifteen minutes, while the review of a whole week of legislative proceedings is restricted to four-and-a-half minutes!

Thomas Hughes, English author, died this date 1896. He began life as a barrister and a member of the Christian Social School. Later he founded and became principal of the Working Men's College, a member of Parliament and finally a county court judge. His claim for fame rests on his "Tom Brown's School Days."

The proof of the pudding is in the eating; similarly the blessing of our farming is in practical experience. Mr. Marius Larsen, Carleton Siding, an immigrant, addressing the Dairy Keepers Association declared: "I came to this Province 22 years ago with only a dollar in my pocket, a pair of overalls and a smock. I now own a nice little farm and a home and I like it fine."

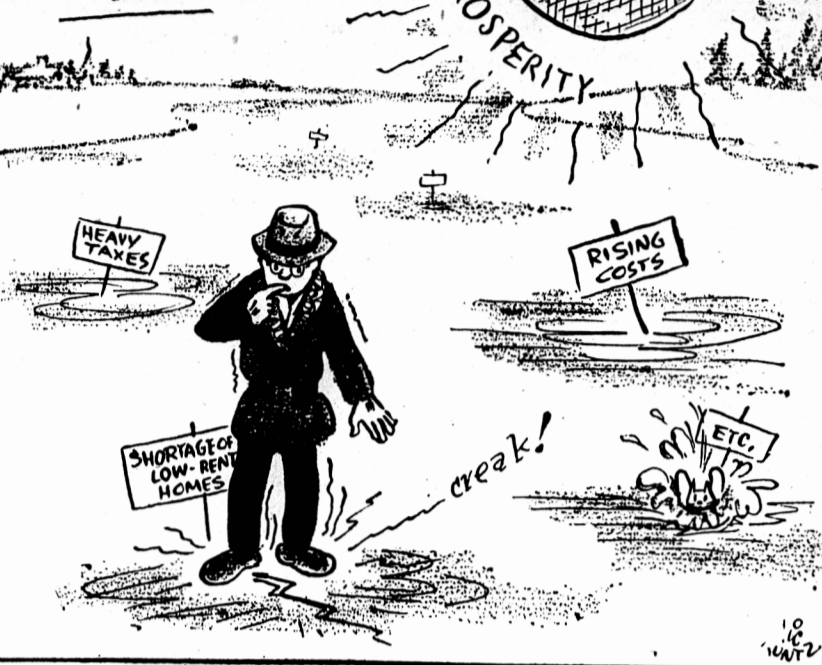
In welcoming Mr. K. R. Elliott, the new manager of the Bank of Nova Scotia, one cannot but regret the departure of the present incumbent, Mr. E. M. Robinson, O.B.E., who is leaving for far-away Cuba. But, like the Military, bankers must be ready for transfer, at short notice sometimes, to areas where their services will prove most effective. And Mr. Robinson's previous West Indian experience will stand him in good stead in Havana.

A worthwhile accomplishment in Parliament. A vote of \$1,000,000 to commence the rebuilding of Digby boat wharf and the Reed's Point wharf in Saint John Harbor is provided in the main estimates for the National Harbors Board. This is one of the major developments for improvements of Saint John's port facilities which were strongly urged in the Commons by Mr. Daniel A. Riley, member for Saint John-Albert, in his speech on March 11. The project now being given the 'green light' will mean an extension of 875 feet to the new Pugsley pier.

The new Federal-Provincial tax agreement as now before the Legislature, and the Government has tabled in connection therewith the detailed submission made on behalf of the Province at the Federal-Provincial Conference in December, 1950. This is a very comprehensive document, setting forth our claims on a fiscal need basis, and drawing strongly for support upon briefs presented in the past in this connection, and on the authoritative summing up of our case by the late Chief Justice Matheson in his minority report as a member of the White Commission.

On Ice

Though we are passing through a period of "great prosperity," Production Minister Howe admits there are some "soft spots".



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.

HOSPITALITY APPRECIATED

Sir,—May I through the medium of your newspaper express the heartfelt thanks of ten small boys to Mr. and Mrs. John McMillan of Canavoy, P. E. I. for the many kindnesses shown them. Mr. Rice and myself during last Friday's blizzard.

These 8 and 9 year old boys were members of the Charlottetown Abseweit Paperweights Hockey team playing in Souris on that evening. During the height of the storm two carloads of the lads were snowbound on the road home with no chances of getting through to Charlottetown that night. The McMillan's unhesitatingly took the entire party into their home, provided the children with warm beds and clothing, dried their wet clothes, and supplied all with a hot breakfast in the morning before driving them to Douglas Station in two sleighs.

Mr. McMillan kept the fires going all night whilst Mrs. McMillan baked extra bread and biscuits for her additional family of twelve, both refusing to go back to bed at all. Surely such kindness and Christian charity should not go unrecognized and on behalf of these small Charlottetown boys I wish to publicly express their warmest thanks to these fine people of Canavoy.

I am, Sir, etc. A. W. ROGERS St. Peter's Road, Charlottetown, P.E.I.

SENATOR GRANT'S LETTER

Sir,—During my life-time I was under the impression that we were living in a democratic country, but after reading the letter in your Public Forum over the signature of Senator Grant, I am in considerable doubt whether it is so as Senator Grant's letter certainly demonstrates that he thinks that we are dominated by dictatorship. Much more dictatorial than that of Hitler and Mussolini.

At least the last part advertised that they were dictators, but the Honorable Dr. Grant waited until he got a pension in an "old man's home" until he advertised that in his opinion democracy is a dead issue.

For a man in his position in the Canadian Senate to make the statement that the people who pay their taxes shouldn't get what they are justly entitled to because they vote against the Government, is to say the least, unbecomingly. His further statement that the next Federal election is the time for the people of Queen's County to put their house in order, is in the same category. Might I suggest that most of the by-elections that have been recently held show that Queen's County have their house pretty well in order.

I am, Sir, etc. T. B. ROGERS, Charlottetown.

Books Received

ADVENTURES IN TWO WORLDS by Dr. A. J. Cronin (Ryerson, Toronto \$4.75).

The autobiography of a successful novelist may be expected to vary in the character of the fiction and this is certainly the case with "Adventures in Two Worlds". Dr. Cronin's account of his early struggles and successes as an impoverished medical student, medical assistant, ship's doctor, company doctor and rising young physician well on his way to Harley Street status, makes a most readable and popular work. It is in effect a series of short stories, entrancingly told, about his medical career. There can be no doubt that the chronic duodenal ulcer which was the immediate cause of his abandoning a medical career has given him a unique insight into the life of a doctor and the author than was

Old Charlottetown

(And P. E. I.)

STRENGTH IN UNITY

From an address by L. H. Davies, Esq., M.P. (later Sir Louis Davies) at the Market Hall, Charlottetown, Jan. 22, 1883, on the subject of communication with the mainland as guaranteed by the terms of Confederation:

"Mr. Davies knew enough about Governments to convince him that they give exactly what they have to give. The House of Commons just moves when they find the people determined and united, and the success of the people's representatives depends upon the force of public opinion as reflected by them in Parliament. He ridiculed the manner in which we had been treated in regard to steam communication with the mainland. We see the Government haggling over a difference of fifty dollars, in payment for the mail service at the Capes which is a disgrace to this country.

"Our shipping season is short; strong screw steamers are therefore required at Charlottetown and Summerside while navigation remains open, after which a steamer about three times as large as the "Northern Light" is required at Georgetown. This boat had solved the question of winter navigation, but it will always be necessary to send the mails by the Capes for a month or two in mid-winter, and we should not be mealy-mouthed in presenting our claim for the best facilities that can be provided. He was well aware that in Canada we are looked upon as we look upon the Magdalen Islands, but the time has come for our press and people to unite and by one strong effort secure our rights."

'P.W.E.' The Deputy Chief Scout

(By Andrew Paterson in the Gazette)

In later years—when the historians look back upon the early days of the Boy Scout Movement, they will concede that one of the great pioneers of Scouting, indeed the one who will rank next to Lord Baden-Powell himself, was Sir Percy Winn Everett, the Deputy Chief Scout, whose death was announced last Saturday.

To the vast majority of Scouts he was practically unknown, for he shunned the limelight and was content to stay in the background, but watching closely that all went well with his Chief and the Boy Scout Movement.

A tall, spare, athletic man, he had an interesting background, for his father, a farmer in Suffolk, was frequently described in his day as the "last of the yeomen farmers of England," that sturdy, independent, public-spirited group, who had been the backbone of their country.

A brilliant student, "P.W.E." as intimates called him, studied at Cambridge, where he was a "wangler" in his year. Entering journalism, he attracted the notice of C. Arthur Pearson, the noted magazine publisher in London, England, and in a very short time was appointed managing director of Pearson's editorial staff.

An ideal literary career seemed assured him when an incident occurred in 1906, which though he did not realize it at the time, was to alter his future. In that year while a weekend guest at Mr. Pearson's country home, he met Major-General Baden-Powell who at that time was turning over in his mind his idea to start a Scout movement for boys. B.-P. wished to enlist Mr. Pearson's support, as he was a successful business man and interested in child welfare. But the latter was suffering from the affection of the eyes, which was to make him totally blind a few years later, so recommended B.-P. to in-

likely to have resulted from its early cure. One is left, however, with the feeling that it is as a raconteur that he excels and that the final summing up would have been between the pen of another.

The Age-Old Story

(And Saul, yet breathing out threatenings and slaughter against the disciples of the Lord, went unto the high priest, and desired of him letters to Damascus to the synagogues, that if he found any of this way, whether they were men or women, he might bring them bound unto Jerusalem. And as he journeyed, he came near Damascus; and suddenly there shined round about him a light from heaven; and he fell to the earth, and heard a voice saying unto him, Saul, Saul, why persecutest thou me? And he said, Who art thou, Lord? And the Lord said, I am Jesus whom thou persecutest: it is hard for thee to kick against the pricks. . . . And Saul arose from the earth; and when his eyes were opened, he saw no man; but they led him by the hand, and brought him into Damascus. . . . And there was a certain disciple at Damascus, named Ananias; and to him said the Lord in a vision, Ananias, and he said, Behold, I am here, Lord. And the Lord said unto him, Arise, and go into the street which is called Straight, and enquire in the house of Judas for one called Saul, of Tarsus; for he is praying, and hath seen in a vision a man named Ananias coming in, and putting his hand on him, that he might receive his sight. Then Ananias answered, Lord, I have heard by many of this man, how much evil he hath done to thy saints at Jerusalem. . . . But the Lord said unto him, Go thy way; for he is a chosen vessel unto me, to bear my name before the Gentiles, and kings, and the children of Israel. . . . And Ananias went his way, and entered into the house; and putting his hands on him said, Brother Saul, the Lord, even Jesus, that appeared unto thee in the way as thou camest, hath sent me, that thou mightest receive thy sight, and be filled with the Holy Ghost. And immediately there fell from his eyes as it had been scales; and he received sight forthwith, and arose, and was baptized. . . . Looking back, one would say that the association of Baden-Powell and Everett proved to be much happier than one of B.-P. and Mr. Pearson would have been, for Mr. Pearson and Baden-Powell were too alike in nature. On the other hand Everett was more of an office man. He was a genius for organization, a man to whom the smallest detail was never insignificant, and he was therefore ideal for moving the organization for a movement which did not have one; for as many people today do not seem to realize, when the Scout movement was started, it had no organization whatever to take care of it.

B. P. and P.W.E. thus made an ideal team. B. P. was responsible for all the propaganda. He was the magnetic, dynamic personality who travelled all over the country addressing meetings here and there to explain his Scouting ideas, and to enlist the support of the public. P.W.E. in his office in London, studied the reports and the letters of enquiry that came pouring in from those interested in the movement, classified them into districts, and thus backed up the Chief Scout's propaganda, by bringing the organization for the movement into existence.

As time went on Everett found himself so engrossed in Scouting that he decided to abandon his editorial and publishing career and to devote himself entirely to Scout work. Let it be said that B. P. had the utmost admiration of Everett and of his efforts on behalf of Scouting. No one could have had a better "chief of staff," and it was not surprising that he appointed him Deputy Chief Scout, and that in due time the King, too, honored him with a knighthood. From this it will be gathered that nothing could have been more cordial than the relationship between the two men. To Everett,

Notes By The Way

Sunday brings more automobile accidents than any other day of the week, a survey reveals. A day of rest—in pieces. — St. Thomas Times-Journal. Gladness in the heart of another human being is enough reward for any kind act you may have done —Lethbridge Herald.

American men, says a clothing designers' club, sleep and eat too much, and exercise too little. According to this point of view, the "pace that kills," is merely a rush to bed or to the table. — Windsor Star.

Some of the police in Montreal and Toronto speak (and write) of the capture of three alleged bank robbers as though they had won the Battle of Waterloo. A better sense of proportion would exempt the risk of making heroes of these young men for young Canadians. —Ottawa Journal.

In Montreal, two juvenile pickpockets were caught in the exercise of their trade, which had been practised also, the police said, in Quebec, Ottawa and Toronto—and successfully, it seemed, from some fifty pocketbooks found in their room. The mystery is that youngsters in their early teens could have become so proficient in a type of crime demanding exceptional skill and daring in an old-man's bagin somewhere? —Ottawa Journal.

There are times when the individual tires of society, when friends betray and human competition becomes too keen and everything is left behind for a sojourn in the wilds away from mankind. It happens many times a day, especially when the weather becomes as hot as the social contact, but just as often loneliness drives the disgruntled-with-humankind back into civilization and the company of other man and women. Between society and the solitary life man accepts the former as the more perfect of two imperfect conditions. —Guelph Mercury.

Excessive speed is one of the greatest causes of accidents. Yet the 60 mile an hour limit in urban areas is violated every hour, yes, every minute of the day. Openly, too. Once in a while a speeder is caught and fined, but such cases are the exception not the rule. Then there are the drivers who cut in and out of heavy traffic, those who disregard all signals and signs and those who do the craziest things, some of which are indescribable. — St. Thomas Times Journal.

March has a reputation as a windy month, although it may be marked by less atmospheric activity than August or any of the fall months. Yet it isn't for nothing that we're cautioned to be on the watch for March winds. An accident that happened here the other day proves it. A visitor from Detroit was crossing Tecumseh road when a gust of wind blew his hat off. He stopped to retrieve it, a decision that might be anyone's reflex action under the circumstances, and promptly was smacked down by a car. Unfortunately, he was severely hurt. If blame must be fixed, it should be placed on the March gust that caused all this trouble. Perhaps the explanation is that a man suddenly deprived of his hat will pursue it in March, where caution would tell him to let it roll in July. He'd show more concern for it in March because he'd have greater need for it, as a result of the lower temperatures. If this is just a theory, it still has some slight merit of plausibility. And the lesson of prevention it teaches is "Watch your hat!" — Windsor Daily Star.

The luck of the Edmonton municipal airport is still holding. The accident when a USAF transport came down in the Hudson's Bay Reserve, was perhaps the closest shave the city has had yet. It was across 111th Avenue and only 75 feet from a row of dwellings.

But for extremely skilful piloting, plus the fact that the plane managed to land in one of the few sections of the reserve not yet built up, there would have been a disaster, with possible heavy loss of life. This is not the first time Edmonton's guardian angel has worked overtime. Two years ago, it will be recalled, a falling RCAF plane narrowly missed the Royal Alexandra hospital, and there have been other "incidents." But even guardian angels get tired. — Edmonton Journal.

We liked the story about the Toronto rag-picker who left a trust company manager \$15,000 in his will. We liked it because it was the story of a seemingly penniless man who was befriended by a stranger and who later repaid the kindness with a surprise bequest. In this story, there was no ulterior motive in the kindness shown by one man to another, and less fortunate human being. He would have shown the same kindness to anyone in the same plight as was the rag-picker. He certainly never expected to be left \$15,000 by a man whom the world considered a complete dead-beat. Kindness usually pays off, even though it seldom is rewarded with huge sums of money. The smile of a new-found friend or the realization

The Poet's Corner

OPPORTUNITY Master of human destiny am I. Fame, love and fortune on my footsteps wait, Cities and fields I walk; I penetrate Desert and seas remote, and, passing by Hovel, and mart, and palace, soon or late, I knock unbidden, once at every gate! If sleeping, wake—if feasting, rise before I turn away. It is the hour of fate, And they who follow me reach every state Mortals desire, and conquer every foe Save death; but those who doubt or hesitate, Condemned to failure, penury and woe. Seek me in vain and uselessly implore— I answer not, and I return no more. —John James Ingalls.

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