

THE GUARDIAN

Morning Daily (Founded in 1887). Authorized as Second Class Mail, Post Office Department, Ottawa. The Island Guardian Publishing Co. President, Ian A. Burnett; Vice-President, Wm. R. Burnett; Secy.-Treas., G. M. Burnett; Editor and Managing Director, J. R. Burnett; Associate Editor, Frank Walker.

"The Strongest Memory is Weaker Than the Weakest Ink."

CHARLOTTETOWN, THURSDAY, APRIL 22, 1948

St. Julien

Today, April 22, marks the thirty-third anniversary of one of the great battles of modern times, commonly called the battle of St. Julien, or the second battle of Ypres. It was the battle in which the First Canadian Division in World War I received their first real baptism of fire. It saw the introduction of gas as an effective weapon in warfare, when the Germans discharged deadly chlorine fumes from cylinders on a front of about four miles at Langemarck, Belgium, opposite a sector held by the French. The effect of the discharge, which came as a complete surprise against unprotected troops, was to eliminate all resistance on the front affected for a depth of several miles. Launched at 5 o'clock in the afternoon, by 8 p.m. there were no formed bodies of French troops east of the Yser canal; all their batteries in that sector had been captured, and the Canadian flank for more than 8,000 yards lay bare and exposed to attack.

The fighting which followed during the next few days took terrible toll. Between the Ypres-Poelchappelle Road and St. Julien, two supporting platoons of the 13th Battalion were exterminated in countering the German move to penetrate the trench line and roll it up towards Calais. The 10th Canadian Field Battery, by switching fire to the left rear, stopped the enemy at 200 yards before moving to a less exposed position. These are but instances from a record running to many pages of epic narrative. The result was trenchantly summed up by the British Commander, Sir John French, in an order of the day: "In spite of the danger to which they were exposed the Canadians held their ground with a magnificent display of tenacity and courage and it is not too much to say that the bearing of these splendid troops averted a disaster."

This battle set a high mark of achievement, and there is no question but that it inspired successive Canadian troops to further magnificent efforts. The First World War itself has now receded into history; it has been followed by a still more tremendous conflict in which Canadians played an equally glorious part. But if the sharp outlines of the earlier battles are fading even in the memories of those who participated, it is fitting that their anniversaries should be commemorated; not in any boastful spirit, but as a reminder of the price we have paid. At St. Julien the fathers of many of those who fought in the last war received their blood baptism, and many there were for whom "the trumpets sounded on the other side."

The Voting in Italy

At the time of writing, it would appear that the Christian Democrats at Rome are firmly in the saddle. Premier de Gasperi's position, as pointed out by a Canadian Press analyst, has been doubly emphasized by the popular vote and by his ability to police the country against election violence. The result is regarded as a portentous victory for the world's anti-Communist forces and especially for the United States, which for the first time in history threw its weight unreservedly into the internal politics of a major foreign country.

There is every reason to believe, however, that the Communists will still seek to cause trouble, at least until May 8, when the new Senate and Government will have been organized. The Communist leaders, along with the left wing Socialists with whom they combined in the election, have promised to abide by the election returns; but if this should happen it will be something new in Communist history. It is unlikely that the Gasperi Government has any illusions on this subject. They take their politics realistically in Europe, and no side is likely to forget that the battle of the ballots may be but a curtain raiser and not a finale to the Italian political drama. In any case, however, the result of the voting is of cheering import for democracy.

Speaking Of Income

This is the month for filing income tax returns. If the tax is high, perhaps there is some consolation in knowing that what is called "personal income" in Canada last year amounted to the astronomical sum of \$10,259,000,000, or \$723,000,000 more than in 1946. This is made up of salaries, wages and all kinds of labor income, less the amount paid out for social insurance and government pension funds. Then there is the total of all military pay and allowances; and the net income of agriculture and other unincorporated businesses. A fourth item is the income received by individuals in the form of interest, dividends, and net rentals. Finally, after we have added payments made by governments to individuals, and other payments to individuals by charitable contributions made by corporations, we have a grand total of the personal income of all the Canadian people.

Here the statistician devises a table of personal expenditures to balance personal income. These are grouped under three headings. First, all kinds of direct taxes; second, the total expenditure for all consumer goods and services; and third, the total amount of money saved by all individuals. These items added together thus account for the total amount of personal income. Although consumers spent a billion dollars more personal income only rose by \$700 million.

This had the effect of decreasing the amount of personal savings; in fact, individuals were only able to save 7.5 per cent of personal income in 1947, as compared with 11.1 per cent in 1946.

EDITORIAL NOTES

Good or bad, the present Island labour legislation is incomplete. Labour relations is a comparatively new problem here and now that it has arisen it should be dealt with by a comprehensive code adapted to local conditions.

North America is geographically adapted to North and South communication. The East and West boundary is a purely political one and renders our railway communication a political rather than a purely commercial proposition.

Pheasants Unlimited is to be congratulated on its project for importing 400 Bob-whites to this Province. The bird which is known as quail in the Northern States and as Partridge in the South ranges from the Gulf States to Southern Ontario and is an enemy to many weeds and insects as well as being a most popular game bird.

The Dominion Government and the administrators of the Veterans' Land Act are to be congratulated not on the large numbers who have been settled on the land but on the discrimination applied in selecting settlers. After World War I all and sundry were put on the land with the well known unfortunate results.

Veterans of the Canadian First Army and others will follow with interest the revisit of Lt.-Gen. Charles Foulkes to the Low Countries. The honours being bestowed upon him are given in his representative capacity as a delegate of every Canadian soldier who fought for the liberation of those areas.

The Merchant Navy personnel did a splendid war job which has been recognized in many ways. At the same time their rates of pay were far in excess of that of the armed forces and to give them equal rehabilitation grants with ex-servicemen would be to discriminate against those who served in the armed forces.

The Church of England can hardly be accused of evading issues. A Church commission has recently reported on the moral aspects of the atomic bomb. The conclusion is that it is right to make and stockpile the bombs and that defensive necessity might justify its use against an unscrupulous aggressor.

Henry Fielding, English novelist and miscellaneous writer, born this date 1707; was contemporary of Fox and Pitt at Eton, later proceeding to Leyden. At twenty-three he became an actor, producing a number of his own plays. He discovered his true bent was novel writing, his first novel being published when he was twenty-five, and he ranked among the greatest novelists. His publications include Jonathan Wild, The Great Tom Jones, and Amelia: "Philosophy makes us wiser, but Christianity makes us better men."

Several points which should be guides in the consideration of industry research were offered by Dr. Franklin B. Snyder, president of Northwestern University, Evanston, Ill., at the annual meeting of the Association of Frozen Food Packers. Among Dr. Snyder's suggestions were: (1) That research is no substitute for business experience and good management. (2) That research sharply focussed on specific problems yields excellent results, but that "research which pays best in the long run, is that which is not concerned with specific problems but with broad basic ones."

It is encouraging to note, says The Times Review, that a move has been undertaken at St. Thomas to do something to abate the smoke nuisance created by railroads in towns along their right-of-way. In the New York Central's office there, an organization was set up, the objective of which is to cut the railroad's share of smoke to the lowest possible amount short of dousing the fires that cause it. The movement was said to be voluntary on the part of the railroads in St. Thomas and the organization to be set up will be patterned on the lines of one which has functioned very successfully on the American side of the Niagara frontier. Four of the principal railroad systems operating through St. Thomas are co-operating in this drive.

Quebec's Dairy Industry Commission is studying proposals for a new system of regulating milk prices. The study follows action in Ontario where the dairy industry was subject to a Royal Commission inquiry. Proposals before the Quebec commission are for minimum prices to milk producers and maximum prices for householders. A farmer would be guaranteed a price giving him a profitable return on his milk sales. Prices on retail sales to householders would be held down to levels regarded as reasonable. Competitive pricing could be carried on among dealers handling milk from farmer to householders. Prices, fixed in Quebec at present, vary according to regional conditions. In Quebec City and district, farmers get \$4 for 100 pounds of milk—10 cents a quart. Household pay 17 cents a quart.

A factory is now being built at Stoke-on-Trent, England, for the manufacture of new steel type tires. The body will be of metal and rubber bonded together. The cover, thoroughly pliable, will be less than half the normal thickness. Many advantages are claimed for these "metal" tires. They will be nail-proof—a thick pad of rubber between the tire and the air-filled inner tube will absorb the points of nails and flints. They will enable motorists to reach very high speeds with the knowledge that the heat thus generated will not affect the "metallic" walls. A softer more resilient ride will be provided and it will be possible to carry heavier loads. Finally the new tire will be a "dollar saver" since less American carbon black (giving the rubber its wearing qualities) will be needed.

Notes By The Way

New baby carriages have storage space for groceries and other parcels obtained on a shopping tour. How convenient they would have been for the bootlegger of the past. — Fort William Times-Journal.

Although it may not make any difference to Barbara Ann Scott and Dick Button, a British scientist has proposed a new theory of how a skate makes its grooved figure on the ice. The general idea has been that the ice melts under the blade. But A. E. Bell of Clifton College, Bristol, reported in the Journal Nature that the moving skate generates only enough calories by its friction to make a lubricating water film two-thousandths of an inch thick. The visible track left by the skate is made by plastic deformation of the solid ice under the blade edge, where the skater's weight is concentrated to a pressure of about 1,000 pounds to the square inch. — From Newsweek Magazine.

Although new areas of the city have been opened up, the community is bursting at the seams and the population is spilling out into the suburbs. If all these communities were absorbed into one big city, under one civic government, Moncton would have an estimated population of 40,000 to 45,000. And a city of that size would be much more influential in the economy of Eastern Canada than the several independent communities that now exist. And in the long run it should be more advantageous to the citizens. How to bring about this desirable state is a problem that merits the study of community leaders. — Moncton Transcript.

A writer in one of the farm papers claims that abuses of the Family Allowances or "baby bonus" has reached a stage where an effort should be made to see that this money is used for the purpose intended, to feed, clothe and educate children properly. He asserts that many families, and those in the low-income groups, unfortunately, simply look on this money as added family income to be used as such with no thought to the children. His solution is that some part of the allowance should be in the form of coupons to be exchanged for essential foods or other necessities for children. To build healthy bodies good food is essential, states this writer, and he feels that present cash payments do not ensure that all children are getting what is their right from this large expenditure. — Ottawa Journal.

There was a meeting the other day of the Niagara-Toronto Lake Shore Protective Association, a group first formed in this city in October, 1945, and some of the facts since established by investigation were presented by S. H. Fleming, K.C. of St. Catharines. Where the shore line of clay formation, for instance, the rate of erosion has been approximately two-and-three-quarters feet per year, although the erosion was greater in the years of the period of high water than when the water was low. It was also found that no erosion works can be successful on the whole, unless they are constructed continuously along the entire water front. — Hamilton Speculator.

Most New Yorkers will share with Mayor O'Dwyer his satisfaction over Governor Dewey's approval of the bill authorizing construction of a new Madison Square Garden. This project, which has been under discussion in various forms for the last 18 months, is destined to occupy the greater part of two blocks extending from West 58th to West 60th street between Columbus Circle and Columbus avenue. New York greatly needs the mammoth sports arena setting up to 25,000 persons, the convention and exhibition hall with its 200,000 square feet of floor space and the proposed garage to provide parking accommodations for 2,000 automobiles. The financing plans call for the Triborough Bridge and Tunnel Authority to increase its outstanding bonds from \$310,000,000 to \$335,000,000 to build the new Garden and then lease it to the Madison Square Garden Corporation for operation. — New York Sun.

Although Canada has peat deposits—many of them in Ontario—comparable with the largest in Europe, production is still abysmally small—only 145 tons of peat fuel in 1946 and 96,839 tons of peat moss. Were the industry equivalent, proportionately to population, to the millions of tons produced annually in Sweden, it would require the direct employment of 15,000 people. Were peat used as fuel to the extent that it is used in Germany, thousands of Canadian homes and factories would be burning peat. This winter supplies more than 400,000 houses in the British zone of Germany as well as electric power stations and other plants. Production there is rising by leaps and bounds. Peat moss can be put to a variety of uses, including poultry and stable litter, farmland mulch, and material for insulation, padding and packing. Peat for fuel has a value, according to one estimate, of about \$6 a ton compared with hardwood or coal. Its price may be as low as \$8. But efforts to produce and market peat profitably in Canada have failed partly because of the high capital expenditure necessary for installation of modern machinery and partly because of the public's unfamiliarity with the use of such fuel. — Ottawa Citizen.

PUBLIC FORUM

This column is open to discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinion of correspondents.

GOEBBELS' LAST WILL

Sir, — Thank you for correcting a mistake in your paper's review of my address to the Gyo Club on "Germany after the War." I said: "Some of the top-ranking Nazis escaped worldly justice, e.g. Hitler, the Gestapo chief Himmler, and Dr. Goebbels, the most intelligent and eloquent of the Nazi leaders." He had been dead for a year when the trial was being conducted. In this connection it might be of interest to your readers to see Goebbels' Last Will:

"If we do not succeed in jumping into the great power, we shall at least leave to our successors an inheritance, through which they themselves shall perish. The misery must be so extensive that the desperation, the woe, and the cries of agony of the masses — in spite of all references to us, the guilty ones — must be directed at those who think themselves called to build up a new Germany of this chaos.

"And that is my last calculation." Quoted from Dr. Goebbels' diary and posted on walls and boardings in German towns after the war. I am, Sir, etc. GERDA HANSEN 8 North River Rd. (Pro tem).

NEW MARKETS FOR MARITIMES

Sir,—Now is the opportune time for the Maritime Provinces to consider again the manifest handicaps under which they are labouring as hewers of wood and drawers of water for the more highly favored Central Provinces. The recent increase in freight rates comes as a shattering blow to any hope of favorable consideration from that quarter. Establishment of transportation facilities for moving commodities east and west across great land barriers, when nature and geography suggest that they should be moving north and south by land, or north, south, east and west by water poses a problem that only statesmen with a world outlook can solve.

For the Maritime Provinces water transportation is our salvation. The great ocean carriers come to our very doors. Newfoundland, the States of the Atlantic seaboard, the West Indies and South America, the British Isles and Europe offer ready markets for all the marketable commodities the Maritimes can produce, and elaborate shipping facilities for every kind of goods and services they wish to buy.

Our future is on the Ocean. No part of the whole Dominion could make herself so independent of exorbitant land transportation costs as the Maritime Provinces, and British Columbia on the west coast is equally favorably situated. Why the coastal areas should have remained under the tutelage of the financial interests of Montreal, Toronto and Winnipeg so long is an unsolved mystery.

Never will we have a better opportunity of reestablishing our agricultural, fishing and ship-building industries on a permanent and profitable basis and getting away once and for all from the disastrous effects of our dependence upon Western by-products. That subsidy-mad era of the Second World War set Maritime agriculture back twenty-five years. Who knows but that this freight folly of the Forties may hasten our industrial recovery?

The suggestion that our railways might go bankrupt if continued demands for increased wages on the part of employees, and increased freight rates for goods were ignored, seem to have stirred latent memories. It may be recalled that it was bankruptcy of ideas in railroading that led to the establishment of the C.N.R. and made it a going concern, if going into debt is a symptom of solvency and efficiency. If the present impasse in land transportation were the end of our difficulties we might reserve judgment and dicker for a new deal, but it is only the beginning. Already there is an agitation on foot for a further increase in wages and a more sumptuous retinue of allowances. Of demands on the part of Labor Unions there is no end.

The long-awaited solution of our perennial trans-continental transportation difficulties, as everybody knows, is the amalgamation of the railways and the Dominion Government. It is seldom mentioned in polite society. Sixty thousand miles of railways under two separate competitive systems of control, one political and the other private for a country with only twelve million population is an extravagance that this atomic age can ill afford, and that can only lead to financial and economic chaos.

Old Charlottetown

(And P. E. I.)

UNCOMMON CHILDREN

"The children here thrive uncommonly in infancy and in general are as big and stout at two months old as those in Scotland at fifteen or sixteen. As their bodies grow faster in youth than there so the vigour and strength of their minds appear to grow in proportion. I was told by a teacher from Scotland that the children here would learn as much in school in three months as they would do at home in twelve. At the age of ten years they have the freedom of speech, and the fortitude and bold-

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part of these two competing lines has cost the travelling public, shipping circles, and income tax-payers millions of unnecessary dollars. One railway privately owned and rigorously controlled, and free from Union and political dictation, could so revolutionize the whole transportation system that even the Maritime Provinces and British Columbia might consider staying with the game a little longer. But it would be necessary to return to business principles. When a business partnership is set up to serve the State in any capacity it is usual to calculate beforehand what part of the initial expenditure should be assigned to buildings, materials, wages, etc., and approximately what profits may be expected. Without guaranteed profits over a term of years the industry would not get to first base. The modern practice of carrying on public utilities without a system of guaranteed profits and inviting the general public to rescue every few years sounds the death-knell of our democratic social order and invites the setting up of some sort of benevolent bureaucracy or democratic dictatorship. Democratic governments have found sharing the wealth of others so profitable to themselves that they have quite lost sight of the possibility that there may soon be no more surplus wealth to share. I am, Sir, etc. VERNON CROCKETT, York, P. E. I.

The Poets Corner FARMER'S PRAYER For all thy mercies Lord, I yield A humble prayer of thanks. The field Behind the barn is oare and brown Under a brilliant sky; and down In a deep gully where the sun Has scarcely filtered, waters run With bright melodious chuckle; There Tufts of snow are flower-like. Where Warm rays bless the trees, green leaves curl Like small cupped hands: when they unfurl My wife will find her daffodils In golden bloom. Across the hills Haze drifts. The earth is ready now For work: tomorrow, Lord, I plough. —Nobell Stewart Phillips, in the Montreal Gazette.

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ness, of a Scottish boy of twenty... "As the woman here are commonly fruitful, and few children die in youth, the families, of course, are many of them large, and as it often happens that the older branches marry at a very early period and shift for themselves — that is they take a new farm and enter it — the youngest son, in this case, falls to be possessor of his father's clear farm." —Letters descriptive of Prince Edward Island, by Walter Johnstone, 1820-21.

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AMBITIOUS THIEF LONDON, Ont., April 19—(CP)—AN ambitious thief is being sought today by police throughout Western Ontario. The thief this morning stole a 1948 model truck, loaded with fence posts.

REBELLION CASUALTIES BOGOTA, Columbia, April 21—(AP)—The recent rebellion cost the lives of 1,500 persons, Red Cross officials reported today.

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