THE CHARLOTTETOWN GUARDIAN

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TUESDAY, APRIL 23, 1929

LEGISLATIVE DEBATES

To those who attended the Legislative sessions and heard the debates on the different measures presented to the House, the verbatim reports now being published will only revive a memory, and not a pleasant one. To the men and women throughout the province, who have had but fragmentary summaries of the proceedings, these reports will be a revelation, a revelation of unprecedented imbecility on the part of those in whose hands the administration of the affairs of the province now rests. The situation in many instances was ludicrous at the time and laughed at but when we recall the fact that the proceedings, the experimenting, and the reasons presented by the Leader of the Government and his lieutenants, have to do with the welfare and the happines (present and future) of the people, the thing is no joke. Many Liberals as well as Conservatives are now seriously asking, where is it all going to end?

The debate on the amendments to the Prohibition Act, published in full in yesterday's and Saturday's issues of The Guardian, requires no comment. It speaks for itself and shows amazing ignorance of law, of justice and even of common-sense on the part of the promoters of these amendments. Sections enacted last year contrary to the advice of the Opposition, have been repealed, or amended with additions or subtractions, by way of "trying it in another way," and without any definite line of direction. It would appear as if the Prohibitonsts, so-called, were acting upon the advice either of zealots or of enemies with no definite ideas of their own. The aim apparently is to coerce the people, to enforce the law; there is no mention of temperance, and no evidence of it in the proposed legislation, nor is there any evidence throughout the Province of diminution of the evils of the liquor traffic. Police Court reports for the past year show an increase of 80 per cent. in arrests for drunkenness over those of the previous year. This is not encouraging, but watching the frantic efforts of the law makers, it is about what might be expected: In any case we would urge upon our readers and especially those of them, and they are many, who desire temperance, to read carefully the verbatim reports of the debate on this question, and form their judgments accordingly.

Further evidence of the helplessness of the government will be found in the extended report of the debate on the Estimates which begins in The Guardian this morning.

THE POTATO SITUATION

At present there is a somewhat stronger demand for potatoes in the Province. The strengthening is due it is said to indications of a partial failure ni the early potato crop in the Southern United States and to speculation. As southern potatoes will be on the market shortly and in less quantities than usual the buyers are calling in as much old stock as they will think will be required to meet demands. Shrewd buyers are preparing for this by purchasing the old stock which is certified.

Many enquiries are being received by buyers in this province and offers of 35 to 40 cents per bag are being made for delivery a month hence. This is a considerable advance over prices recently paid.

Enquiry at the office of the Potato Growers' Association elicits information that is not so optimistic Mr. Boulter is of opinion that the rise is only a temporary one, and is due to the present condition of the roads preventing the bringing in of supplies to Boston and other large centres.

The situation appears to be somewhat obscure. In the meantime there has been a slight stiffening in price here, for Green Mountains only.

OUR INDEPENDENCE THREATENED

The proposal emanating from the Liberal Senate at Ottawa, that Prince Edward Island should become an appanage of Nova Scotia, will not meet with any favor among those of our people who are able to cast a retrospective eye on the history of such movements. Our experience since Confederation is not such as to make us yearn for another parva sub ingenti. The Duncan Commission made plain what we had incurred under that Union and the revelation of its many disadvantages will make us pause before we repeat the experiment. There would be practically nothing saved by combining the governments of the two provinces and we would be cursed by the lack of first hand supervision of public works and the loss of public interest in our own affairs. The dominant partner would fix the taxes, another matter which would not be acceptable to our people. Considering these things, there can be no doubt whatever that such a union would be to our detriment—though our self-seeking politicians may be prepared to sell us for their own purposes.

We are said to be heading towards bankruptcy. There is some truth in this but only as the result of the mal-administration of Liberal politicians. Britain groaning under an almost impossbile burden, is on the road to recovery and this year shows a surplus.

With a strong Conservative governmen tin power in this province practicing economy, and a vigorous prosecution of our claims at Ottawa, together with a business-like accounting of all expenditure, we could do equally well in the future as we have done in the past under similar favorable circumstances.

The trouble is that Liberal governments are forgetting the old virtues of thrift and integrity. "Keeping up with the Joneses' 'is as ruinous for governments as for individuals, especially when there is ready recourse to the money lender to meet the bills for extravagance.

EDITORIAL NOTES

Reading the verbatim reports of the debates in the provincial legislature during the recent session is as thrilling as one of Conan Doyle's detective stories. There is however no prospect of the usual finale, "they were married and lived happily ever after."

The dogs in Charlottetown do not appear to have suffered any diminution from the conclusion recently arrived at that "something ought to be done.' 'So far as we can learn it has only been done to two dogs, and they by no means the worst of the canine fraternity.

The crow cusses are in full force and in full voice at early morn and dewy eve in Victoria Park, broadcasting their joy at the arrival of spring. The robins which do not dare to go near the square are singing sweetly within the city limits.

Mr. Justice Arsenault, President of the Prince Edward Island Publicity Association, has written to the editor of the Montreal Star, directing his attention to an inaccurate statement in a recent issue of that paper, wherein it was said that cars were permitted to run only three days a week in "that realm of pure delight," Prince Edward Island. No fault is to be found with the appropriateness of the cognomen "realm of pure delight" but lest anyone should be prevented from visiting a land alleged to be so restricted, we may inform The Star that in Prince Edward Island cars run every day and night in the week, and that there is no shortage of cars, every sixteenth person possessing one of his or her own.

Notes By The Way

This is St. George's Day—the Patron Saint Day of England—and characteristically enough it passes all but unnoticed. The I.O.D.E. will be entertained by Mrs. Heartz, the wife of the Lieut.-Governor, and—well, that is about all. What more do you want? the average Englishman would ask, and that ends the matter, so far as he is concerned.

This is characteristic we say, and everyone who has studied the subject will admit it. Col. J. F. C. Fuller, D. S. O., in his book "The Reformation of War" wrote this of the English soldier:

"I have watched him in two long wars struggling against odds, and I have learnt to appreciate his virtues, and his failings, and his indomitable courage. He is a man who possesses such natural pride of birth, that, through sheer contempt for others, he refuses to learn or to be defeated. He divides humanity into two classes, Englishmen and niggers, and of the second class some happen to be black and others white. He only condecends to differentiate between these sub-classes by calling the latter dagoes. To him all white folks outside his own little island are such. From these he has learnt nothing, yet he is tolerant, tolerant as he would be to his dog; he has in fact, raised the vice of contempt to a high virtue, and on this virtue is the British Empire founded.

"Having nothing to learn, through sheer power of domination he has become the prince of rulers, and through sheer refusal to be defeated by niggers the master of improvisation. He is always there, for the sun never sets on his Empire, but he is never ready. For readiness would pre-suppose fear, and what has he, as an Englishman, to be afraid of? He is an incarnation of King Henry V, and every battle he fights is an Agincourt."

Though written of the English Soldier this delineation is equally true of all Englishmen. Wherever Englishmen go they carry England and her spirit with them. They go out into the world as they go on to a cricket pitch—to enjoy themselves. They do not go out to reform, to recreate, or to civilize; and the result is that wherever they go they do reform, they do recreate, they do civilize. By leaving others alone, and by asking for nothing more than an orderly life, they have made others prosperous, and with prosperity has come contentment. They do not establish law and order to improve others, but because without it they are put to personal discomfort, and for an Englishman to be so placed by a nigger is something which really shocks him.

An Englishman loves his leisure, therefore, wherever he goes he plays his games and builds his clubs. They are not a hard-working race, but in trade they generally excel others, because their word is inviolable. If you are honest you can afford to be lazy, but if you are dishonest you have got to work hard. Englishmen have realized the truth of this, but many barbarains have not; hence the frequency of English commercial successes and of their commercial failures. They are a dominant race by birth rather than by education or intention.

In no country in the world are birth and breeding so all powerful as in England. What an Englishman feels in this respect may be summarized as follows:

A man of breeding, if he is not honest and honourable, has so much to lose socially that birth and position normally compel him to be honest and honorable. A "common" man, however able, has few or none of these privileges to lose. His talents may be remarkable, but unless they are balanced by honour they may become far too remarkable for other people's liking. Two generations passed through public schools, which are not centres of learning in England, but courts of honour, the English consider the minimum time wherein to produce a gentleman, and to the English a gentleman is a man who can be trusted, who cannot be bribed, who does not cheat at cards, who does not drop his "h's", who goes to church in a top hat and who considers cricket the king of games. If he is apparently intensely stupid so much the better, for then these national distinctions appeal to him in greater force.

In England even at the present time, with capital and labour apparently in antagonism, it is a question of pedigree and breeding. The old stock refuses to be rushed into new ways, to be forced to inconvenience themselves even for their ultimate good. The changes which must come, must, in the words of Mr. Sidney Webb, be "the inevitability of gradualness." Ah, isn't such a phrase in itself characteristically English—who else could have coined it? Then here is to St. George and the enduring nationality he patronizes!

Mr. Norton's warning about the lack of vision in our political outlook, and administration is most timely. Oh! that more of our rising young men and women would realize the danger in which their beloved province is of being wiped out, because our political rulers are self-seekers and not patriots.

That Body of Yours

By James W Barton, M.D

YOUR OWN RANGE OF TEMPERATURE

I met a friend recently and speaking of a mutual acquaintance he said "I was up to see Blank yesterday as he has not been feeling very well, and something ought to be done about this "temperature" business. Blank was lying in bed and although I was only there twenty minutes he took his own temperature four times within that period. It was up about half a degree and he was worrying because it did not get right down to normal. I think his anxiety was keeping his temperature from coming down. What about it?

I could only remark that while the rise in temperature was present Blank should remain in bed, but that the termometer should not be in his possession at all. That was the concern only of his doctor.

In the first place, if there is something wrong in the body it is much better to have some temperature than none at all, because when your natural fighting forces are in good shape they create heat in their effort to fight the ailment.

Further, a temperature of 97 degrees F. in the morning and 99 degrees F. at four o'clock in the afternoon or eight o'clock in the evening, is quite within normal limits.

Further, as mentioned once before, your temperature may come down to normal after an ailment and yet your heart may be beating 10 to 20 beats per minute too often. If you were guiding your actions by your temperature you would consider yourself well and would get up and around a few days too soon. You should really remain in bed until the heart gets almost to normal again.

The fact of the matter is that you have your own individual range of temperature which is perhaps 96 degrees F. in the morning and 98 degrees F. at its highest point during the 24 hours. Another individual has a range of 97 degrees F. to 99 degrees F.

Dr. E. Brouwer reminds us that your rang of temperature has two sets of causes, one set is known, that is the taking of food, muscular work, mental work, when you are asleep, when you are awake, and so forth. The other cause is as yet unknown to us, but it influences the temperature almost 1 degree F., the highest point being at 4 o'clock in the afternoon.

So don't let a little rise or fall in temperature bother you. Letting it worry you can be more harmful to your body than the rise and fall itself.

The Poets' Corner

BUT FOR THIS ONLY

Say not I grieve that we who have been friends
Have reached the ultimate hour; I would not go
One step beyond the borderline where ends
Reality, and where are known to grow
The lethal flowers; content am I to be
Part of the changing earth—to gain, to lose,
According to the law; not willingly
Would I inhabit graveyards or refuse
Ever to leave the dead. I know full well
Nothing outlasts its hour; the blossoms decay
That the fruit may ripen, and the shy gazelle
Comes to destruction that the best of prey
May live; and you and I must separate,
So that there may be emptiness again
For sturdier loves to grow; unfortunate
Am I, not that you merge with other men,
And for a little while my house is still,
But that you go from me yet undefiled,
And I have not at last sufficient skill
To analyze the flower of your mind.
—Helene Mullins, in N. Y. Times.

CABLE HEAD EAST—Mrs. George McLaren entertained the Institute at the March meeting. Discussion was held on the proposed Sanitorium and School Teachers Salaries. Resolutions were passed in their favor. Next meeting will be held at the home of Mrs. Jasper McLaren's.

An Employer Views Worker Ownership

(Condensed from the World's Work --Thomas E. Mitten.)

I received my baptism of fire in labor disturbances 35 years ago. I caught the full blast of an enraged humanity tired of being the under dog, and it left me sobered and thoughtful. The awful possibilities of such a cataclysm, expanded to nation-wide proportions, led me to the resolve that no human service could be so useful as the prevention of such a disaster. For our country could easily face such a disaster in the event of a lull in prosperity, and our industrial defenses should be built with that fact in view.

Through 15 years of street-railway management in various cities the labor problem was my hobby as well as my work. Then there came a call from Philadelphia where the transportation system was at a very low ebb. I studied the situation and found it as nearly hopeless as possible. Chief among its problems was a disgruntled body of men, underpaid, with a grudge against the whole world. And I knew it was not their fault. Their leaders had merely failed to provide for them in the day of prosperity so that when the test came industrial revolution had ensued.

I was attracted to this problem because of a conviction that had been dawning on me for some time. It began one day in Chicago when I proudly announced to union leaders that I had induced the board of directors to spend a considerable sum of money for a gymnasium and other "welfare" fixings to make life more worth living for the employes. I was taken aback at the response of their leader: "You mean well, Chief. But if you really want to help the boys, don't build all those shower baths—put the money in the envelope. We'll build our own shower baths, and the wife and kids can get a bath too."

"But the management's idea, Bill, is to be friendly, so that we will all work together more closely and harder than ever before."

"That sounds all right, Chief. But why should the men work harder when the company gets it all?"

I thought I knew the answer to that question. But what hard-boiled traction magnate of a generation ago would listen to the idea that the men who ran the cars should get a share in the Company's earnings? "We take all the risks," was their philosophy, "so why shouldn't we take all the gains?"

When Philadelphia beckoned, I said that I would come if I could have a free hand in the management for at least five years.

The financial problem was a serious one, since the company was on the verge of bankruptcy. The equipment was obsolete and poorly maintained. Public good will did not exist. But most important among those problems was that of the employes.

I called the men together and promised them that if they would cooperate with my management they would be rewarded. The motormen and conductors were getting 19 cents an hour, and their total payroll amounted to 22 percent of the entire gross earnings of the company. I promised them that they would continue to receive 22 percent, no matter how great it should become. I jointed out ways and means which they knew as well as I would build up those earnings. They were skeptical.

Only six months went by before they received their first increase, and steadily the hourly wage mounted as the cooperation of the men made higher earnings possible. With each successive increase more of these sullen men came to believe in the sincerity of the management. Not only was every promise kept concerning improved working conditions as well as wages, but we always endeavored to do a little more. Here and there we found men endeavoring to equal the management in this respect. Finally their complete confidence was won. They responded, as men always will, to fair treatment and a stake in the game.

Coincident with the wage plan a system of representation by committees was established—one of the first, if not the very first, in this country. It provides for elected employes and appointed representatives of the management who sit down together, with an equal number on each side, to discuss their joint problems and settle their grievances. The plan provides for unsettled problems to be carried through a system of courts and eventually to arbitration. Unike most such plans, the management holds no veto power over the decisions of the committees. It is puerly a 50-50 plan. In 17 years no matter even pute has ever gone to arbritation. Wages and all other matters even remotely affecting workers are discussed and approved by them before they become effective.

We have gone far since that day in 1911 when the plan was first broached. The company is now the largest and most prosperous in the field of city transportation. The system is completely modern and well maintained, and includes street cars, motorbuses, subways, elevateds, and taxicabs, all merged into a combined system such as is vainly sought after by other large cities.

The principle of making wages dependent upon results has been continued in various forms. Much of the added wage has been invested in securities of the company, of which the employes own a sufficient quantity to provide what amounts to practical control of the company.

Employe ownership should not be confused with employe management. It does not mean a soviet of workers holding the reins of mangement. It merely means that most of the securities are owned by the men who actually run the property, just as any other group might acquire them. The same management forces direct since in most cases they come up from the ranks anyway. Direct ownership by the employes acts as a tonic to management, for the employe is an exceedingly critical owner who knows what he is talking about.

You trust the railroad engineer with your life; is he not then competent to own a share in the engine itself? You agree that the coal miner should have an equal voice with you in the conduct of your state or city affairs; is he not by the same token entitled to some voice in the conduct of coal mines, about which he knows far more? Workers should be led to a standing in the industrial world on a par with their political and educational advantages.

Mitten Management is well on the way to similar result ni Buffalo where the same sort of plan is now in effect with the transportation employes.

When it is considered that all this has happened during a period in which city transportation has been faced wtih great economic stress, we may be pardoned for holding firmly to the belief that the secret of permanent peace in industry lies in a greater voice and a more equal distribution of its profits for everyone who participates in making the industry a success. The details of the plan are unimportant. The principle is the important thing, for if that can be accepted, every industry can work out the plans best suited to its peculiar needs.

The Public Forum

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

QUALITY THE TEST

Sir,—The enclosed letter speaks for itself in no uncertain manner and I am sure it must be very flattering to the producer and seller, to receive such a flattering testimonial from the buyer.

Mrs. David A. Manson,
Elmsdale, P. E. I.

Dear Madam—Enclosed please find cheque for carload of hay. We are very glad to say that this is one of the best cars of hay we ever unloaded. If the farmers of Prince Edward Island would put up such stock as this it would be the means of putting Prince Edward Island on the map.

Yours truly,
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Per Donald Baker.

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I am, Sir, etc.,
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POLITICAL OUTRAGE

Sir,—We are informed that a gross injustice is to be perpetrated on the metropolis of Kings County by removing the Custom House from this place. As universally acknowledged Georgetown has an unexcelled harbor, it being the ONE and ONLY winter port in the Province. The great amount of shipping done at the port of Georgetown was proved no longer ago than the late fall and early winter of 1928-29 when 15 large steamers loaded here carrying in all over 800,000 bushels potatoes, besides many schooners with produce of various kinds, the last steamer sailing from this port January 20th, 1929, the harbor was still open until Feb. 14th and open again to navigation April 14th. Such an outrage as removing the Customs from this place is unthinkable. It is understood the matter is being taken up by the Mayor and Council of Georgetown, the Charlottetown Board of Trade and the Government and hopes are entertained that this unjust order will be cancelled.

Another thing that merits censure is the farce of having a daily morning train from Charlottetown to Georgetown bringing mail matter only three mornings out of 6; perhaps it doesn't bring passengers either. At any rate this "extra" as they call it isn't even advertised; because it is an "extra" is the reason given for this injustice to the people east of Mt. Stewart. What's in a name? Can't they call it a regular and give us the mail service we are entitled to? The cost is all the same.

I am, Sir, etc.,
FAIR PLAY

MARKET SQUARE OWNERSHIP

Sir:—I notice that in answer to Hon. J. D. Stewart, while the Harris Library bill was under discusion, Premier Saunders said he did not himself know but was informed by the City that they were owners of the Market Square.

It might be well for those interested to enquire into the foundation of this claim for I fear that when they look for a record of ownership they will meet with surprise and disappointment. Unless some transfer has found entrance in [illegible] unknown to the studio [illegible] ver, it will likely be found that the City are not owners of four if not five of the City Squares. I am in doubt as to the old jail square.

Legislation has given the Corporation jurisdiction over them, the same as over the streets, only for the purpose of regulating cleaning, amending etc., but for ownership their rights as they appear are only the same as upon the streets—and they could not build a Library on any public street.

Charlottetown was laid off and apportioned by the Imperial Government, and the Squares set aside for definitey designated purposes. Queen Square centre was allotted to the Province for government and parliament buildings. The eastern portion was set aside for the then Established Church, and is still held by its successor, St. Paul's Church.

The western portion, the Market Square, was under the same edict, alloted as a market place to remain in perpetuity for the use of farmers and fishermen in the sale of their products. As such it is still the property of the Imperial Government, and inferentially the property of the farmers and fishermen under the conditions of devisement.

This question arose some years ago when a portable photo saloon provided friends for a helpless man having lost both of his legs, was demanded to be removed by jealous interests. It was then held that although a free selling place it was for sea and land products only—and the poor man was forced [illegible] It was also under [illegible]

—Continued on page 5—

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"But I haven't got $25,000." "Oh well, that won't worry the judge. They'll set the award; the claimant will seize as much of your property as he can lay hands on, and mortgage your future earnings for the balance."

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