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SATURDAY, OCTOBER 16, 1937.

The Problem Of Japan

The mistake many good Christians here make is in assuming that Christian ideals must prevail in this world crisis. Japan, who has no heritage of western customs or Christian ideas, but who in the short period of three generations has absorbed all the surface learning and practice of the Occident and has taken over all the mechanism which western science has made available, is now applying western ideas in the crudest, most superficial, but perhaps not the most illogical way.

The Transport Bill

At the annual meeting of the Maritime Board of Trade at Moncton, N.B., Mr. Howe, Minister of Transport, complained of the "immediate and bitter opposition" of the Maritime Provinces to his Transport Bill at the last session of Parliament.

In February last, a delegation of the Commission appeared before the Senate committee and voiced objection to various sections of the Transport Bill, particularly part 2 thereof insofar as it might be made applicable to regulation of water transport between points in the Maritimes and as between points in the Maritimes and other parts of Canada.

On receipt of this information, the Commission wired protests to the Chairman of the Senate committee, the Premier, cabinet ministers and Maritime representatives in the House and Senate. Interested Boards of Trade and others also wired protests.

As a result of this setback, it was decided that further representations be made to have the bill amended either before it went to the Senate as a whole or when the bill was presented for its final reading. C. J. Burrell and the manager returned to Ottawa and interviewed the Hon. Mr. Howe, various cabinet ministers, senators and members of Parliament.

In the case of the Transportation Commission before the Senate committee and subsequently before the cabinet ministers and members of the Senate it was contended that the renaissance of water transport between the Maritimes and Central Canada had aided materially in the extension of the markets of Maritime industries and it was believed that regulation would result in increased rates and consequently the restriction of Maritime markets.

"The Maritime Provinces, as a whole," said Mr. McKenna, "were and are strongly opposed to any form of regulation which might have the effect of interfering with the freedom of transport from and to the Maritimes. It was argued by those in favor of regulation that the bill would not interfere, to any degree, with water transport, yet, at the same time, no guarantee to that effect was given. In fact, as it was argued above, it was believed the effect of the regulations as contained in the bill would tend to restrict the markets of Maritime industries. In this connection, it was expressly stated by the Maritime delegation that appeared before the Senate committee that the events and pronouncements prior to Confederation, and at its consummation, implied the right of access to the markets of several millions of people instead of the restricted markets of the Mari-

times themselves. Indeed, the construction of the Intercolonial Railway was only another means to what was already conferred by nature and generally conceded and recognized. The railroad was constructed to make such access possible during the year round.

"Therefore it was contended, that any regulation that might have the effect of being restrictive and might interfere with the access of Maritime industries to Canadian markets would be a direct violation of Confederation principles. "Probably one of the most effective arguments presented at the various hearings before members of the cabinet and senators was that the proposed regulations would result in Nova Scotia, Prince Edward Island, New Brunswick and British Columbia being the only sea-going 'countries' in the world that would have its water transport regulated to and from Central Canada."

It will thus be seen that had Mr. Howe's Bill been properly drafted in the first instance, safeguarding Maritime rights as it should have done, there would have been no Maritime opposition and no need for the Minister complaining that his plans had gone awry.

British Liberal Press Silent

A Toronto exchange complains that the British press didn't take much notice of the recent Heppburn victory in Ontario. There are three big evening papers in London, the Evening News, Star and Evening Standard; the day after the election only one of these papers carried the results—in the edition. The other two carried nothing. Next day the Times had a half column and an editorial, but Lord Beaverbrook's Express, Lord Rothermere's Daily Mail and — of all things—the Liberal party's News Chronicle and the Labor party's Herald didn't even notice the event. Lord Camrose's Daily Telegraph told the story in five lines. "Even the Manchester Guardian, which notices us occasionally," says our Toronto contemporary plaintively, "ignored us this time."

The Manchester Guardian is the pillar of Gladstonian Liberalism—the kind of Liberalism Mr. Mackenzie King, in expansive moments, confesses that he likes to think he represents. Perhaps it was out of loyalty to Mr. King, and indignation at Premier Heppburn for repudiating Mackenzie King Liberalism, that it passed over the Ontario results in silence.

In any case it seems that Mr. Heppburn, notwithstanding his genius for keeping in the spotlight at home, is a poor second to Premier Aberhart when it comes to getting overseas publicity.

Editorial Notes

Suez Canal opened this date, 1869.

Our Ottawa letter deals with certain sensational improvements in the mail service now under contemplation at Ottawa.

Tomorrow in the Churches all will unite in petition that those striving for peace in this crisis may prevail, and that a world catastrophe may be prevented.

Is the Non-Intervention Committee to deserve the fate of the Sanction Committee? Today will decide in Paris whether Britain and France shall continue to recognize it.

The Ministerial Association and the Y.M.C.A. are joining forces for a series of three meetings for young people in the city tomorrow. The idea is to get the boys and girls of teen age and those who have entered their twenties, "to stop, look and listen" for a brief space on the presentation of the issues of life, and the development of a spiritual background. It is a considerable time since a similar attempt was made to reach and attract youth in this way, and the endeavor will have the best wishes for success from all right thinking citizens.

What Shakespeare did for the English language in Elizabethan times the Americans were doing today, said Professor G. S. Browne, Dean of the Faculty of Education, in an address to Melbourne Rotary. It was wrong to think that the Americans were polluting the language, he said. The English themselves had added very few words to their tongue in recent times, whereas the Americans had added many, for which there were no proper British synonyms. "Can you think of a better word to express its meaning than debunk?" he asked.

Canada was placed on the spot at Geneva last week when the resolution to end non-intervention in Spain was put to vote. Whether or not this Dominion was among the 14 nations which abstained from voting may some day be disclosed by official documents but a good guess might now be made, especially in view of neutrality legislation enacted last session and the evident clash of this policy with the frank admission by Premier King in the House that collective security was a failure in Europe. Canada is selling Japan about \$23,000,000 worth of goods in a year and China about \$5,000,000, but to the former nation, the aggressor, this country continues to export the raw material essential to the making of war munitions. A boycott in Canada of Japanese goods is being urged in many quarters.

A plea for conservatism in appendicitis operations was made before the Medical Society of Pennsylvania by Drs. William A. Swalm and Lester Morrison of the Temple University Medical School. They suggested that a campaign for early recognition of acute appendicitis, while saving many lives, may have created "a more appendix-conscious laity, particularly as regards vague abdominal distress in a nervous individual." "Thus through apprehension on the part of the patient the physician," their paper continued, "may frequently be manoeuvred into becoming an uncertain party to unnecessary surgery in the case which is not clear-cut. Even with the great reduction in mortality, major surgery still remains a procedure not to be regarded too lightly, and diagnostic errors in the selection of operative cases are to be condemned always and guarded against constantly."

NOTES BY THE WAY

Observers in Ontario have noted a considerable increase in the number of small combine-harvesters. These machines work in the fields. Theers of the giant outfit which were in such wide use on the prairie before the depression and the drought struck. Machinery manufacturers, quick to sense a new market, are offering models, eight or ten-foot cutter bar machines which do the complete harvest and threshing operation in much less time and with a minimum of help. One enthusiast makes the prediction that the small combine will replace binders in Ontario within a very few years.—Montreal Family Herald.

"The peace, the freedom and the security of 90 per cent of the population of the world is being jeopardized by the remaining 10 per cent who are threatening a breakdown of international order and law. Surely the 90 per cent... can and must find some way to make their will prevail."—President Roosevelt.

A party of ten boys, sons of British ex-service men, sons of British ex-service men, have returned to London from a visit to Germany where they had been the guests of the League of Ex-Service Men, the president of which, Colonel Reinhardt, attended the invitation. Captain Roy Briegel, who accompanied the boys, reports that hospitality was showered upon them from all sides and that they lived with German families, joined in the German boys' games and attended their schools. When one of the boys left, there were many tears at the station. Perhaps the visit of the boys will have greater effect in that even visits of heads of states.

The Ku Klux Klan has declared war on its down strikes in the Southern states. There will be lawless bodies in collision, each claiming championship of the general good. Something is surely wrong with the administration of justice in a country where outlaws are to be curbed by outlaws.—Sydney Post Record.

The Alberta papers, of course, will win. When the British press-licensing law passed in 1935, Lord Macaulay says, "England's literature was emancipated for ever from the control of the Government." Since that date no government elected in British subjects anywhere has bossed the press. A crackpot government in Alberta taking orders from a draft economist in London will hardly manage it.—Winnipeg Free Press.

In Canada to-day there is much interest in football and it attracts a large percentage of the boys. Under such circumstances there is likely to be indifference toward the hazards of the game or disregard of physical preparation. In many cases, and injuries have been incurred in unorganized practices where there was no expert direction of play and where participants had not been informed as to the proper technique to be avoided. Nothing should be left undone this season to keep the game clean and free from serious injury to the players.—Sarnia Canadian Observer.

Following control of opinion in the press the next step is to control public opinion on the platform and in public assembly. A free press, free speech, freedom of assembly are part of the same thing—the right of every citizen to express their views. If one goes there is no reason why all should not go.—Regina Leader Post.

There will be only amusement over Mussolini's statement that Germany and Italy have the "best democracies in the world." Democracy is government by the people through the development and use of public opinion. What could be farther from it than the situation in Italy and Germany, where no one can open his mouth without fear of being stuck in jail?—Winnipeg Free Press.

Democracy is a system which other systems might temporarily supplant, but evolution goes irresistibly forward and humanitarian democracy will come in all fullness.—President Eduard Benes of Czechoslovakia.

In England, according to press reports, they are beginning to take steps to slow down the boom which has resulted from a variety of causes, the rearmament program among them. It is pointed out that if the arms plan proceeds along the lines of the present plans, an additional half million men will be put to work, but the experts expect that this condition will last for only three or four years and then will come the problem of readjustment. So the Bank of England and the government have been working on a plan to curb the uneconomic expansion of business, which may slow down employment, but will leave general conditions more satisfactory. Then it is hoped, as the cessation of arms orders, the next few years threatens to put people out of work, to launch a program of public works to take up the slack.—Sault Star.

Six hundred Ontario men, women and children are doomed to death in the coming year from motor accidents unless careless motorists change their ways. G. A. Hodgson, Ontario Department of Highways, warned. But 540 of these or 90 per cent need not die if drivers would only "slow and think," he told the Toronto-York Division of the Industrial Accident Prevention Association.—Forest Standard.

President Roosevelt's dramatic exposition of the Administration's foreign policy in his Chicago speech brings world diplomacy up with a snap. London, Paris, Geneva, and other centres of peace sentiment cordially hail the President's delineation of America's new attitude toward world affairs. Tokyo, Rome, and other centres of extreme nationalism, register distaste over this setback to dictatorial hopes.

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.

FENCING THE PARK

Sir,—Would you please explain how it is that the fence which is being erected on the National Park at Cavendish and supposed to be Federal Government superintended is being pushed by Mr. LePage? Is there not a method in his madness, that lends itself to the fact of being fenced? Does the Department at Ottawa know about this, or is it just another incident in this "Unplanned Park?" I am, Sir, etc.

"UNPLANNED" PARK

Sir,—As I go about my work these days these words of Senator Sinclair keep ringing through my brain, "This Park is unplanned; we make it as we go." Well it may be an easy way but most unpractical and surely causing inconvenience and hardship to those whom it most concerns.

In spite of our strong petition to the government and our well attended meetings, where public opinion ran strongly with us, and without settlement for my valuable land, the Park fence is swiftly being erected. I can never tell to my friends the feelings that I pass my days in these days, as I watch these operations; men whose answer to all questions is that, "They have a contract." Apparently they care for nothing else. It is the land was for a playground for the children, or a refuge for the poor, how it would forward the cause, but to yield up fruitful land with its never failing stream to make a luxurious roadway for fool-hardy drivers who will come with loaded cars with others miles in a number of hours and return to the mainland by the boat? Surely after fifteen years in the tourist trade I should at least know the A, B, and C of the business, even if I never arrive at the in, I can say that the Government steps "C" have for the Government steps best class of people are being driven away for a day at the beach and now be deprived of the quiet and serenity that they once enjoyed, and one can agree that the Park is spoiling things for them.

We are told that the Park is "unplanned." Well, why not have a part in planning same? As it has been forced upon us, who should have more right than we to see that it will be properly planned. A measure of financial sanity but morale as well. For after all the Island is very small and in its speed age a car can leave West or East Point, spend an evening at the dancing pavilion and be home in time for breakfast. The stones are already on the ground for the unplanned 40 ft sq bathing house and public pavilion, all at cost in the vicinity of \$75,000, where unplanned concerts and dances will be held, catered to by unplanned musicians. Will planned be supported to care for the unplanned trail of care for the moral and physical ruin that injury to the trail of such social gatherings nowadays? Where the unplanned liquor will be distributed, the unplanned ruin of all that we shall soon yield our places, and our lack of planning will be followed by a greater council than the nine. What shall our answer be, O Park Official, O Politician, O Citizen of P. E. I.?

I am, Sir, etc. JEREMIAH SIMPSON Cavendish

Behind The Headlines At Ottawa

By Dean Wilson

It may not be realized by the general public of this Dominion, but it is a fact now that a revolutionary change will soon take place in the postal system of Canada, although officials and others in Ottawa and elsewhere have been reluctant about this subject because it happens that it pertains to a matter of communication between various sections of the British Empire and involves a number of state secrets.

However, this column has discovered lately that the prospective changes in the postal system of this country will be of the highest importance and they will involve ideas as new and striking as those initiated by the great and pioneer Rowland Hill, the British reformer and father of penny postage.

Within recent days several important officials have been in Ottawa, and it is believed that their visits may be linked with the obvious efforts to bring about the delivery of mail in this country in a position never witnessed before in the history of this system. Sir Thomas Gardiner, director general of the Post Office of Great Britain, and Sir Raymond Woods, solicitor for the said Post Office, have paid a visit to the Dominion from the East to Canada, and although these technical heads of the British system would not commit themselves, it is known that they took a keen interest in discussing and studying the details of mail here. Then again, such as Major General A. G. L. McNaughton, president of the National Research Council of Canada, Colonel W. Arthur Steel, and J. H. Parkin, were busy occupied in the same matter as the high British officials. It is now stated in the Capital that the work of all these leading postal experts were closely related, and they should produce shortly some startling results.

The most important subject considered by officials now is the adoption of the postal service to the new airways system which will carry mail and express across Canada from coast to coast, and then join the great "red" network of lines which connect the various units of the whole British Empire.

This airways system will function properly sooner than anticipated by the general public of this Dominion since many of the developments and plans have not been made public for a number of state reasons. Already it is known in certain circles that considerable advance has been made in present plans, and according to present indications it will be possible to mail a letter or parcel anywhere in British Columbia or any point eastward from that part of Canada and this mailed matter will travel by air across the country by airplanes travelling at a minimum speed of 180 miles an hour, reaching Montreal in record time. If this mail arrives in Montreal before 2 P. M., it will depart for Bolwood, Newfoundland, reaching that point not later than 8 P. M. of the same day. Then it moves across the Atlantic Ocean and it is due in Limerick about 4 P. M., allowing 14 hours for the ocean flight with favourable winds. The present arrangements brings this mail to London about 8 P. M., in order that it may be distributed during the night to many European points for delivery in the morning. On the other hand, if the mail is in the hands of the postal authorities before 8 P. M., the London same to Limerick it leaves about midnight and it is due to arrive in Bolwood, Newfoundland, about 11 A. M., allowing 15 hours for this flight against the headwinds. It reaches Montreal at 5 P. M., and it is thus possible to carry this mail or express to many Canadian and United States centres overnight, the elapsed time being only twenty-six hours.

It is estimated that the rates and tariff will be reasonable for this trans-Canada and trans-Atlantic service because experts have found that the traffic will be heavy, especially on the part of certain enterprises to whom such a service is invaluable such as bankers, business houses, news companies who specialize in pictures, film companies, and similar organizations. These are of a character who are willing to pay for the fastest possible service.

The present seaborne traffic amounts to about 3,600,000 pounds of prints, etc., 11,500,000 pounds of parcels, and 300,000 passengers per annum. It is figured that about 2-1/2 per cent of the first-class mail, or 1,700 pounds per week, would be carried by air, yielding at \$8 per pound a revenue of about \$10,000, and that one per cent of the parcels, or 2,200 pounds per week would be sent in this new manner, yielding about \$2,200 at a rate of about one dollar per pound. Furthermore, it is known that the aircraft would be able to carry about 1,500 pounds of payload and the gross revenue derived should be about \$4,000 per trip, making at least three each passenger in these plans somewhat later, and it is estimated that about 2-1/2 per cent of the first class ocean travellers would use this mean; to get back and forth to European points, or eight per trip, showing a revenue from this source of at least \$4,000 on each flight.

Every important official in Ottawa is absolutely certain that these new innovations in postal service will greatly increase the use of the mail in trans-Canada and trans-Atlantic communication, and that Canada will be one of the most progressive countries in the development of national and intercontinental air routes, which is of great strategic value in the network of the airlines which connect the various units of the vast "all-red" system of the British Empire.

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4. Reduce plumbing costs by placing kitchen and bathroom back to back, or one above the other.

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The Poet's Corner
WILD HARE
I hate to watch them reaping the Five Acre, The field at the hill's foot, steeply sloping. One sees the pattern too clearly, with a God's-eye view: Sees how Time, with soothing quotidian clatter Cuts his broad swathes, works inward from the edge: Sees how the earliest rings (youth's) Are leisurely and long; how they grow shorter As the sun climbs. At noon (One's children grown and flown) There comes a lull, a respite; Time's trundling Pauses; he eats his dinner under the hedge. But soon, restored and eager To race the sun, eye cocked to sky, He's off again; and now the uncut square Shrinks quickly to a patch; and Soul, wild hare, Cowers in the heart of the corn, its shelter dwindling: And I, watching, sicken and turn away.

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