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"The Strongest Memory is Weaker Than
the Weakest Ink"

CHARLOTTETOWN, THURSDAY, DEC. 8, 1949

Brighter Fisheries Prospects

The bright future for Canada's fisheries
predicted in the House of Commons on
Tuesday will, it is hoped, materialize as a
result of Government policies which have
now been announced. According to Fish-
eries Minister Mayhew, the new programme
will mean a big expansion in production,
particularly in the Maritimes. Unfortun-
ately, it will not come into operation until
the money is provided in next year's esti-
mates. It will involve a greater use of
trawlers and the establishment of three
new branches of the Department. These
branches will provide for an efficient in-
spection service in boats and plants and
through the wholesale and retail trades, for
provision of technical help to fishermen
and small plants, and for a consumer ser-
vices branch to educate the public and
popularize fish for food.

While members generally spoke approv-
ingly of the programme, some doubt was
expressed with regard to the use of non-
Canadian trawlers off the coast. If the
market shrank as some people feared, the
effect on thousands of small-boat owners,
the backbone of the coastal economy, might
be hard. It was argued that the waters
off Canada's coast should be reserv-
ed for Canadian fishermen instead of be-
ing made into a virtual United Nations
gathering-place for ships from many coun-
tries. The fact must, however, be faced
that no restrictive measures against com-
petition can be of benefit unless production,
processing and transportation methods are
modernized in every way.

Mr. Mayhew mentioned the possibility
of a Dominion-Provincial conference on fish-
eries, also that extra patrol boats will be
operated permanently in the Northumber-
land Strait to catch up with illegal fishing
in these waters. There will be a change
next year to give magistrates trying such
cases complete authority in imposing maxi-
mum fines.

He also stated that \$1,250,000 had been
spent by the Federal Government in the
1948-49 fiscal year to buy fish in the Mari-
time Provinces under the Fisheries Prices
Support Act, that all but \$13,700 worth of
this quantity had been given away because
there was "no market", and that out of the
total expenditure for this purpose the
Maritime fishermen "would not get more
than 15 per cent." These statements would
appear to require some amplification. It
was the business of the Government from
the start to find markets and also to see
that a greater proportion of this money was
spent where it was actually needed, in ac-
cord with the representations made when
the support price was approved.

Local Museums

The task of founding and maintaining
a museum may well seem so onerous as to
almost indefinitely delay its commencement.
In a long and enlightening address publish-
ed in the Journal of the Royal Society of
Arts, the Director of the Royal Scottish
Museum, Edinburgh, has some sound ad-
vice for the smaller museum. Knowledge,
like charity, should begin at home, and a
museum has a primary duty to its own peo-
ple in depicting for them aspects of the
district which are a natural extension of
what is learned in school. It should show
by models, diagrams, maps and photographs
the geography of the neighborhood, the
elementary factors on which have depend-
ed the choice of occupation sites, the pro-
vision of shelter, food and drainage, the
pursuit of farming and other industries, and
the siting of roadways to link up adjacent
districts.

Secondly, there should be examples of
the commonest or most important rocks of
the district, also vegetation, animals, birds,
reptiles and fish. Identification being the
first step, but the aim must be to arouse
interest in habits and habitat.

Then comes the works of man, tracing
his occupation sites, his handicrafts and his
success in winning a livelihood from his sur-
roundings. Such would be the general pat-
tern of a local museum, crystallizing the
essential characteristics of the district for
young and old alike, providing the evidence,
and above all, the simple interpretation of
it for the beginner.

Dollars And Bombs

A grimly ironical note is sounded in
the latest Bulletin of Atomic Scientists.
"We know that at the end of the war our
daily war expenses were approaching \$300,-
000,000 a day," writes Lawrence R. Haf-
stad, of the U. S. Atomic Energy Commis-
sion. "If the A-bombs shortened the war

by even ten days, the entire \$2,500,000,000
cost of the Manhattan (atom bomb) pro-
ject can be written off, and recorded as a
spectacular success, and a value, as con-
trasted to cost, of at least \$1,500,000,000
each be set on the Hiroshima and Nagasaki
bombs.

"Since warfare seems to be mainly a
competitive destruction, we can get another
estimate in an entirely different way. Tak-
ing the radius of destruction for a bomb
as from one to two miles, the area destroy-
ed would be approximately six square miles.
In an average city the property value runs
perhaps \$50,000,000 per square mile. The
destruction per bomb, therefore, represents
about \$300,000,000 and gives a figure of the
'advantage' to us, and therefore of the
value to us, in this insane competition in
destructiveness."

EDITORIAL NOTES

The fight of the American Colonial Air
Lines to maintain its monopoly of an inter-
national route is a desperate one. With
the Canadian Government as its adversary,
the American company is simply outclassed.

Another uniform, a walking one, has
been approved for the Canadian Army. In
Britain the design of uniforms is the per-
sonal prerogative of His Majesty. It would
be interesting to learn by whom it is ex-
ercised in respect of Canadian forces.

The Nova Scotia Department of Educa-
tion manages to extend its interests beyond
the "three R's". Instructors from the De-
partment are to teach a folk school at Mar-
garee Forks where folk songs and dancing
may be studied as well as the position of the
farmer in the community.

The City School Board's decision that a
junior high school is needed comes none
too soon. The increased enrollment in the
city schools has made necessary the use
as classrooms of basement and other rooms
which are certainly not ideal for the pur-
pose.

A research director for a Chicago pack-
inghouse in giving a survey of the great
strides made in utilizing by-products of
meat packing predicts a day when animals
may be too valuable to eat and the packing
industry will not sell steaks and hams, but
the by-products that are coming from the
laboratories. Then people will really yearn
for the good old days.

Halifax must be an unsatisfactory place
for families to live—or starve in! Accord-
ing to the director of child health for city
schools there: "Breakfast was the poorest
meal of the day," the health officer re-
ported. "In fact, a surprising number of children
come to school with no breakfast at all;
others have only tea and toast." Yet the
same city exports thousands of boxes of
foodstuffs for under-nourished children
abroad.

Making the roads safe for autoists. In
Nova Scotia any driver or owner of a motor
vehicle involved in an accident may lose the
right to use the highway unless he can
prove financial responsibility by producing a
"motor vehicle liability insurance card" or a
"financial responsibility card." The new
Nova Scotia statute, also known as the
"safety responsibility law" is an improved
form of law already in force in Ontario,
Manitoba, Alberta and British Columbia and
26 states of the U. S. Enabling legislation
of a similar kind has been enacted in this
Province.

Thomas De Quincy, English essayist,
died this date 1859; educated at Manchester
and Oxford, he early became addicted to the
opium habit which affected his literary out-
put. He later removed to Edinburgh and
Lasswade, where he produced his remark-
able work "Confessions of An English
Opium-Eater", followed by critical writing
and biographical studies in Blackwood,
Tait's Magazine, and other journals. His
reading was very extensive, and he had
great intellectual endowments; was one of
England's greatest stylists, and excelled in
impassionate orate prose; but his work was
marred by his periodic depression.

British free legal aid for the poor has
been restricted on the ground of economy.
Effective next July 1, the plan would have
provided free, or Government-assisted, legal
aid and advice in any court for any Briton
making no more than £700 (\$2,170) a year.
Prime Minister Attlee has decided the far-
reaching system of legal aid will have to
wait for better times. For the present, it
will apply only to cases which reach Bri-
tain's highest court and court of appeals.
These are the top tribunals. The decision
was announced in the House of Commons
by Sir Frank Soskice, the Solicitor-General.
He did not cite the reason, but a Treasury
spokesman told reporters it was Govern-
ment economy.

PUBLIC FORUM

This column is open to the
discussion by correspondents
of questions of interest. The
Guardian does not necessari-
ly endorse the opinion of
correspondents.

CLERGY & INCOME TAX

Sir,—As a new subscriber may I
congratulate you on the quality
of your informative and satisfying
paper, "The Guardian". I only
wish that there were more "Let-
ters to the Editor" as I feel that
exchanges of viewpoints and com-
ments are of great interest to
many people. In suggesting that
more people write, it will "prac-
tise what I preach."

A recent editorial and an ex-
cerpt from "The Peterborough Ex-
aminer" have caused people to
think that clergymen are asking
to be exempt from paying in-
come tax. This is not so in the
case of the Protestant ministers;
they have not asked the privilege
of exemption either as individ-
uals or groups.

The only appeals of the Pro-
testant ministers have been that
the privilege of exemption now
enjoyed by the Roman Catholic
clergy should be withdrawn so
that all clergymen will pay in-
come tax as Protestant ministers
now do and as all ought.

Some Protestant ministers have
refused to pay income tax until
R. C. clergymen are made to
pay, but even then, I believe,
these are paying an amount equal
to the amount owing in tax, to
the church or some charities so
that what is a matter of princi-
ple to them will not be regard-
ed by others as a matter of mere
money-saving.

I would greatly appreciate it
if this were published as it would
offset any slight antipatheticism
that some may feel if they think
the clergy privileged.

I am, Sir, etc.
(REV.) JOHN DOUGLAS,
York, P. E. I.

(The matter referred to editor-
ially and in the Peterborough
Examiner was not to the alleged
difference between the treatment
of the R. C. clergy and the Pro-
testant clergy with regard to in-
come tax but to a proposal by
Mr. Gordon Graydon, M.P., that
all clergymen be taken out of
the income tax brackets al-
together.—Ed. G.)

The Poet's Corner

FROM "THE TASK"

Knowledge and wisdom, far from
being one,
Have oft-times no connection.

Knowledge dwells
In heads replete with thoughts of
other men.

Wisdom in minds attentive to their
own.

Knowledge, a rude unprofitable
mass.

The mere materials with which
wisdom builds.

Till smoothed and squar'd and fitted
to its place.

Does not encumber whom it seems
to enrich.

Knowledge is proud that he has
learn'd so much.

Wisdom is humble that he knows
no more.

Books are not seldom talismans and
spells.

By which the magic art of shrewder
wits

Holds an unthinking multitude en-
thral'd.

Some to the fascination of a name

Surrender judgment, hood-wink'd.

Some the style

Infatuate, and through labyrinths
and wilds

Of error leads them by a tune en-
tranc'd.

White sloth seduces more, too weak

To bear

The unsupportable fatigue of
thought.

And swallowing, therefore, without
pause or choice.

The total grist unsorted, husks and
all.

—William Cowper (1731-1800)

Old Charlottetown

(And P. E. I.)

BOSTON PACKET

What appears to have been the
first regular packet service be-
tween Charlottetown and Boston

was established by the brigantine
"Galena", belonging to Messrs. G.
M. Fowle and Co., Boston.

She arrived here in the first
week of May, 1857, with a cargo

of American merchandise and

sailed on the 22nd inst with a

general cargo of 42 passengers and

42 passengers and a general cargo

of Island produce, reaching Bos-
ton after "a fine run of seven

days." One of the owners of the

vessel, Mr. S. A. Fowle, belong-
ing to Charlottetown. The fare,

as advertised, was \$5 to Boston

and \$2 head-money on landing.

In the following year the "Carrie

M. Rich", a clipper-built schooner

of 129 tons, was put on this route

by Messrs. Rich Brothers, of

Frankfort, Maine, whose agent

here was Mr. W. B. Dean.

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(THE FISHERIES DEPARTMENT HAS BEEN USED
FOR SOME YEARS AS A STEPPING STONE INTO
THE CABINET, SENATOR McKEEN SAID RECENTLY.)

Russia's Isolationism

(By W. N. Ewer)
Mr. Hector McNeill's appeal to
M. Vyshinsky to "pull up the
blinds" and to end state affairs in
which the Soviet Union is "walled
off in darkness" from the world
outside, brought only a charac-
teristic Vyshinsky retort. Russia,
said her Foreign Minister, "will
never open her doors to British
and American intelligence agents
planted in the guise of journalists."

Nor was anything else to be ex-
pected. For secrecy and suspicion
are part of the very fabric of So-
viet thinking and Soviet policy to-
day.

I say "today" because it was not
like this in early years regime.
Russia indeed was never entirely
an open country. But 25 years ago
there was no "Iron Curtain". Vis-
itors from the West were welcom-
ed. And the more they were in-
terested in what was going on, the
more welcome they were. You
could talk about freely, get
with obvious exceptions which
obtain everywhere, all informa-
tion you wanted, talk with whom
you pleased. Soviet ministers, of-
ficials, diplomats were only too
delighted to talk. Today visitors
are discouraged. Diplomats and
journalists are — except for the
most formal official contacts —
isolated ostracised. To show any
interest in anything is going on,
information about anything, is to
arouse immediate suspicion. Every
foreigner is looked upon as a spy
in disguise.

Why is this? What does it mean?
Those questions are important and
the answer are not entirely sim-
ple.

First one must realize that this
secrecy is internal as well as ex-
ternal. The Soviet Government in
these days keeps its blinds drawn
between itself and the mass of its
own people. Its leaders are rarely
seen and rarely speak. Their or-
ders are issued, their oracular
pronouncements made, from be-
hind the veil. Nobody knows even
whether Stalin is in Moscow or
not. He comes and goes unseen
and by night. Nobody knows what
Molotov is doing or where. There
has been no Communist Party
Congress for a dozen years. All
this one feels, is deliberate: the
expression of something deep in
Stalin's own nature.

The second reason is a quite
genuine distrust and suspicion —
not only of foreigners but every-
body. It is a pathological feature
of all dictatorships. And it is es-
pecially strong in Russia. Nor — if
one accepts the official version of
the history of the regime and the
party — is it without reason? For
according to that version half the
most trusted and most prominent
Bolshevik Leaders of the last thir-
ty years were in fact traitors,
wreckers, conspirators and dis-
guised "Fascists". The party on its
own showing has been a nest of
spies and counter-revolutionaries
whose nefarious plots have only
been countered by constant
"purges". In such an atmosphere
every Communist is still liable to
be suspected. And if Russian
Communists, why not foreigners?

Thirdly, there is a need to ac-
count for failures and mistakes
and shortcomings. Now it is the
axiom that Stalin is never wrong
and that "the party" is never
wrong. So when something has
manifestly gone wrong it must be
due to "sabotage" of some kind.
And "sabotage" must obviously

Notes By The Way

In short, any but the most ex-
perienced, venturing into the bush,
ought to be always on guard
against the possibility of getting
lost, ought to be equipped to meet
the worst if it develops and ought
to know how to behave in that
event — above all, schooling him-
self not to yield to panic. — Sault
St. Marie Star.

The results of the Manitoba
election on the whole are gratify-
ing. The province-at-large has
shown it wants no part of the
CCF. Mr. Campbell is premier in
his own right which must be
highly satisfying to him. His
cabinet was returned intact with
the possible exception of Mr.
Dryden, provincial treasurer, who
is a victim of one of those upsets
which are part of the luck of the
politics. The distribution and the
large number of acclamations
made it a strange election but the
result is a clear vote for sensible
government in Manitoba and heavy
rebuke for socialism. There is no
other explanation of it. It is with-
out consolation for the CCF. —
Winnipeg Free Press.

Both on legal grounds and on
grounds of proper prudence, Prem-
ier Duplessis has steadily main-
tained the position that he can
do nothing about rent controls
until the question of jurisdiction
has been settled by the Supreme
Court. After all, it is Ottawa that
has raised the rents and Ottawa
that has appealed to the Supreme
Court. The whole responsibility
in the matter is Ottawa's, there-
fore, until such time as the res-
ponsibility of the province is
legally established. If and when
that happens, one may be sure
that Premier Duplessis will face
his responsibility with courage and
determination. But until it hap-
pens, he is acting in the best in-
terests of the tenants by refus-
ing to be stampeded, under Liberal
pressure, into a course all too like-
ly to be wrong. — Quebec-Chron-
icle Telegraph.

On one of the pool trains to
Ottawa the other day a Toronto
man and his wife were forced to
stand in the draughty, narrow cor-
ridor of the dining car for 40
minutes before they could even
get a seat at a table. It was an-
other 20 minutes before their soup
arrived. And this was in the
middle of the week, not on a day
when travel reaches peak propor-
tions. Surely the Canadian rail-
ways should be able to do some-
thing about this. During the war,
of course, congestion was under-
standable. But now we are sup-
posed to be living in normal times
and apparently we can expect
that a lot more people are going
to be dining on trains than there
used to be. That being the case
the public will look for improve-
ment. We might learn something
from Europe. On many of the
express trains there, passengers
desiring a meal are given a ticket
and wait in their seats or chairs
until their number is called.
When it is, they find a table
ready for them in the diner. —
Toronto Financial Post.

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