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"The Strongest Memory is Weaker Than the Weakest Ink"

CHARLOTTETOWN, THURSDAY, SEPT. 29, 1949

Maritime Board Meetings

Charlottetown is honoured in playing host this week to members of the Maritime Board of Trade, Maritime Transportation Commission and Maritime region of the Canadian Chamber of Commerce, who are holding their annual meetings starting with the Trade Board meeting this morning. After concluding their business this afternoon, the Board delegates will be entertained at Summerside and will return to Charlottetown in the evening in preparation for the Commission and Commerce Chamber meetings on Friday.

For several years past the Maritime Provinces, through their Boards of Trade, have made common cause in the matter of transportation and other improvement commercially. The Board's Transportation Commission, under the capable management of Mr. Rand Matheson, is regarded as one of the most efficient organizations of its kind in Canada. It is constantly in touch with railway and government executives and is the means through which all complaints regarding rates and other transportation matters are taken up and presented. It assists local Trade Boards and Provincial Governments in presenting claims from time to time before the Federal Board of Transport Commissioners, and one of its biggest jobs recently has been the presentation of a very comprehensive brief, covering the whole history of Maritime transportation problems, before the Royal Commission on Transportation. This brief runs to some 135 typed foolscap pages, and is a monumental work of reference and research.

With the Royal Commission sittings on transportation about to reopen at Ottawa, more than the usual interest attaches to the meetings of our Maritime Trade Board members in Charlottetown. In this, the cradle of Confederation, they have met on several occasions before, but never under circumstances of greater or more pressing importance.

New Price Index

A new series of export and import price indexes, issued by the Dominion Bureau of Statistics, gives easy access to some hitherto obscured figures on foreign trade. The statistics show the increases in prices of our imports and exports since the base period 1935-39. Both are broken down into commodity groups and there are also indexes for selected individual commodities within a group.

They show that the prices of both imports and exports in 1948 were considerably more than double those of the base period. Of our exported commodities, wood products and paper have shown the greatest increase, with the price in 1948 being 2.66 times as great as the price in the base period. Fibres and textiles come second and agricultural products third. Of the agricultural group, the individual commodity to show the greatest price increase has been fresh beef. Its price in 1948 was nearly three and one half times as great as it was in the second half of the nineteen thirties.

Another one of the individual commodity indexes, this one in the import field, shows clearly why chocolate bars are smaller and more costly than they were in the thirties. The price of imported cocoa beans last year was just a shade under six times as great as it was in the 1935-39 period. None of our exports has managed to reach such a price stratosphere.

In addition to showing price movements over the years, the new indexes supply a means of measuring changes in the physical volume of trade. They show, for instance, that while the total value of our exports was 3.7 times as great last year as in 1935-39, the increase in actual volume of goods exported was only 1.7 times as great.

Summing It Up

The events leading up to latest judgment of the Transport Board on railway freight rates is thus summed up in the *Winnipeg Free Press*:

In October 1946 the railways asked for a horizontal increase in rates of 30 per cent. In the public hearings which followed, this application was proved to be largely unwarranted. The Transport Board, on March 30, 1948, granted an increase of 21 per cent. The four Western Provinces and the three Maritime Provinces combined to resist this judgment. The Government at Ottawa, for a time, refused to listen to them. Mr. Chevrier, the Minister of Transport, was particularly wrong-headed in this regard. But under the pressure of a determined and wholly justified public opinion the Cabinet finally granted an appeal in September, 1948. The seven provincial governments, of course, had no difficulty in destroying the 21 per cent. judgment and on October 12, the Cabinet issued an order reversing the judgment (and incidentally Mr. Chevrier along with it) and referring it back to a reorganized Transport Board for correction and additional hearings. These hearings began on January 11, last, and were concluded in the spring. Meantime, in July 1948, the railways had granted a wage increase, costing some $75 millions per year and gobbling up most of the gain from the 21 per cent increase. They had applied for an increase in rates of 20 per cent. additional to the 21 per cent.

The present judgment deals with both cases. Applying the decisions of the Government last October, the Transport Board now finds that the 21 per cent increase should only have been 15 per cent. However, the 21 per cent. is not cut back because the railways' needs are now greater than in March 1948. Therefore the 21 per cent. stands and a further 8 per cent. increase to the rates as they existed in July 1949 is granted. This works out at 8 per cent. on 121 per cent. or an actual increase of 9.68 per cent. Under the ruling, therefore, freight rates will now be 30.6 per cent. higher than they were before the 21 per cent. increase became effective.

This increase is to be a horizontal or flat increase applying everywhere in Canada on the standard maximum rates fixed by the Transport Board. It is to be an interim increase because the Board desires to await the recommendation of the Turgeon Royal Commission on such matters as the revision of the capital structure of the National railways; the degree of co-operation which should obtain between the C.P.R. and the National railways; and such technical questions as uniform accounting procedures. The Board itself proposes to go on with a study of freight rate equalization. Meantime, to enable the railways to get along, the increase has been granted.

Commenting on the situation, our Winnipeg Liberal contemporary concludes: "The present Transport Board, like its predecessor, which was discredited and reorganized after the 21 per cent. judgment, would appear to be incapable of raising rates in Ontario and Quebec to the level of those in the west. Rather than do so the Board has put in a flat horizontal increase across the whole country, thereby increasing the existing inequality. The error in this judgment, quite apart from the Board's calculations as to what the railways may or may not need, is as plain as a barked tree." This error is the failure to apply whatever increase is regarded as necessary to reduce and not to increase the discrimination against the outlying Provinces.

EDITORIAL NOTES

The Maritime Board of Trade.

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Farm auction sales at Summerside today.

* * *

Presbyterian Women's Conference.

* * *

Festival of St. Michael and All the Angels.

* * *

New Brunswick is so far no more successful in its search for oil than we were here.

* * *

The Provincial Government's contribution of $5,000 towards the Red Cross blood transfusion service is taxpayers' money well expended.

* * *

The Dominion Government has made a fine gesture in adopting the policy that war pensioners of British and allied forces should not lose out on currency devaluation.

* * *

The common cold should soon be a good deal less common if the United States Navy's drug, coricidin, lives up to claims of 90 per cent effectiveness.

* * *

British employers and employees must restrict profits and strikes till the economic crisis is over. If they do not do so voluntarily, Sir Stafford Cripps announces he will introduce legislation to compel them.

* * *

The influx of potato pickers from neighbouring provinces and particularly from Cape Breton has become an annual event. The Potato Carnival will again be held to give something of a festival air to the season.

* * *

The *Times* of London takes the interesting view of Russia's atom bomb success that as against the increased truculence of power, a new assurance may well make Russia less hysterical in her suspicions and more open to reasonable suggestions.

* * *

Exporters will probably have little objection to carrying out the wishes of Finance Minister Abbott that they should not cut prices unnecessarily. The object of business, as of the Government, just now, is to acquire as many dollars as possible.

* * *

Lord Clive of Plassey, British statesman and general, born this date 1725. He laid the foundation of India as we find it today. He ranks high as a British empire-builder, basing the empire in India on a territorial rather than a commercial system, and realizing that a purified administration was essential to its stability.

* * *

British steel production in August reached a new record for the month with an annual rate of 14,153,000 tons. The previous best rate for August which was reached last year was 14,117,000 tons. Notwithstanding the record level of production reached in 1948, every month of 1949 has so far exceeded the output of the corresponding month of last year.

* * *

The egg prices quoted below are for Grade A Large. At Montreal and Toronto the prices are those at which graded shipments are selling to wholesalers. At other points quotations are prices to shippers for ungraded eggs.

	1949	1948	1947
Montreal	65-67	68	50
Toronto	64-65	65	50
Winnipeg	56	48	42-43
Vancouver	58	48	40
Edmonton	62	44	40
Regina	55	45	41-42
Charlottetown	55-57	50	40

* * *

Mr. Jon Cleary, an Australian novelist recalling his experience of the shopping queue in London said: "When I joined the queue it was headed by the charwoman of one of our neighbours. Running second to her was a marchioness and behind the marchioness was a young doctor's wife. Then there was the wife of a retired admiral, then several other women whom I didn't recognise, and finally Cleary, the sole man. I can't say the atmosphere of the queue was convivial and chatty, but the mere fact that so many different people, of such different classes, were standing in the same line to buy the same things, was, I thought, a graphic illustration of the social revolution that is now taking place in Britain."

Welcome To Prince Edward Island

The Poet's Corner

THE GARDENER'S CAT

The gardener's cat's called Mignonette,
She hates the cold, she hates the wet,
She sits among the hothouse flowers
And sleeps for hours and hours and hours.

She dreams she is a tiger fierce
With great majestic claws that pierce,
She sits by the hot-water pipes
And dreams about a coat of stripes;

And in her slumbers she will go
And stalk the sullen buffalo,
And when he roars across the brake
She does not wink, she does not wake.

It must be perfectly immense
To dream with such magnificence,
And pass the most inclement day
In this indeed stupendous way.

She dreams of India's sunny clime,
And only wakes at dinner-time,
But even then she does not stir
But waits till milk is brought to her.

How nice to be the gardener's cat;
She troubles not for mouse or rat,
But, when it's coming down in streams,
She sits among the flowers and dreams.

The gardener's cat would be the thing,
Her dreams are so encouraging;
She dreams that she's a tiger, yet
She's just a cat called Mignonette!

—Patrick Chalmers.

The Boy Scout Movement 1908-1948

(By E. E. Reynolds in The Quarterly Review)

III

The Second World War was a far more difficult test. In Great Britain Scouts rendered all kinds of public ervice without becoming a recognised pre-military organisation. Many of them joined the A.T.C. or Cadet units in addition to other duties. The list of jobs done is long and varied; it includes messenger work, farm and forestry camps, collection of plants for drugs, salvage especially of paper, service in hospitals as orderlies or at Air-Raid Posts, and so on. Rover Scouts (the over-eighteen section) were organised in the Services at home and abroad and in many a Prisoner of War Camp. Old Scouts were delighted to find that, in whatever part of the globe they might be, there were Scouts to greet them and give them hospitality. That work continues.

It was possible to carry on the training of Scoutmasters. The central camp at Gilwell Park was handed over to the military authorities, but camps were run at other centres, such as Youlbury, the gift to Scouting of Sir Arthur Evans. Many a man working in the factory, or who had to spend long hours at a desk, found that such a training camp came as a complete form of recreation in the best sense of the word. It was inevitable that numbers at first declined, but they began to rise again in 1942; the total membership is now about 425,000 in Great Britain.

Scouting was banned in all countries that came under the domination of Germany. There is indeed something in Scouting that is incompatible with the totalitarian outlook. Such characteristics as self-reliance, independence of government control, the promotion of self-organisation, and the spirit of the pioneer and explorer, are obnoxious to those who want all boys moulded to one pattern.

* * *

The principle of managing one's own affairs runs all through Scouting. It begins in the Patrol which discusses its plans for activities and the ways and means for carrying them out. All the Patrol Leaders of a Troop meet in council to plan the programme of training. The Local Association is again a decentralised unit. The Headquarters of the Movement is not a directing Staff issuing orders, but an advisory body. It should also be noted that the number of paid full-time workers is a very small percentage of the army of forty thousand adults in Great Britain who devote their spare time to the training of the Scouts.

This spirit, and this type of free-association, is at variance with the principles of the one-party state. The efforts of the Germans to suppress Scouting in such countries as France, Belgium, the Netherlands, Norway, and Denmark were not successful. The Scouts carried on and even aided the resistance group; no doubt they got an extra thrill out of evading men and regulations! So thoroughly did they keep in touch with each other that they lost no ground. In Rouen, for instance, in 1944 I met a Patrol Leader of seventeen who had actually started a new Troop that met by stealth in a bombed-out house or at remote farms right through the occupation.

There have been gains as well as losses. Within a few years of the Revolution of 1917, the Russian Boy Scouts became Pioneers—a very different body in spirit and method. In Italy the Movement was suppresed in 1926, but even there the idea and the memory were kept alive so that immediately after liberation the men who had been Boy Scouts years before formed new Associations which are now flourishing. British and United States soldiers who had been Scouts did much to put the revived Movement on its feet again in such countries as Italy and Greece.

* * *

Losses include such countries as Yugoslavia and Rumania, and, more recently, Czechoslovakia and Hungary. In some other countries the position is precarious. It may seem a curious test of democratic life to look for a Boy Scout Association, but it is true to say that if there are recognised Boy Scouts in a country there you will find free intitutions.

These aspects are not well recognised in this country—the birthplace of this country-wide Movement. Most people accept Scouting as a Good Thing; they are used to seeing the Boy Scouts about, but their value is probably not put any higher than as a useful means of keeping boys out of mischief. But unfortunately there are some who deride the Movement without perhaps understandings it principles and achievements. Here are three examples, out of many, of this indirect kind of criticism, that have appeared in recently published books.

(To be continued)

Canada's Part

(Globe and Mail)

Under the Atlantic Pact defense system which was set up in Washington last Saturday, Canada acquires an entirely new military status in the co-ordinated security program for the Western World. While not represented on the Military Committee's "Standing Group", it is provided that in any matter concerning Canadian participation a special representative will be called in to sit with the permanent members representing France, the United Kingdom and the United States.

This Standing Group will be in practically continuous session, as a "core" for the larger Military Committee, whose composition includes one military representative from each member country. Under this general committee also will be regional committees, on two of which Canada will have a place—the Canadian-United States group, and the more broad North Atlantic Regional Planning Group. Later on, two additional sections are to be formed, on which Canada undoubtedly will have representatives. These will deal with problems of military production and supply and with economic and financial problems.

The above units all will operate under two top-level bodies, first of all the Defense Council itself, consisting of Foreign Ministers or their representatives, and as part of this, the Defense Committee, consisting of Defense Ministers. Canada, obviously, will have permanent representation at this level. While the scope of this Dominion's international co-operation in military matters is thus extended, with additional financial and economic responsibilities also indicated, no move has as yet been indicated to strengthen our parliamentary machinery the better to deal with the new problems which will arise.

Old Charlottetown

(And P. E. I.)

ELEGANT NAVAL BALL

"On Thursday evening last, Captain Baynes and the officers of H. M. S. Andromache gave a splendid ball and supper on board, to Sir Charles and Lady Mary Fitz Roy, and a large party of fashionables. At an early hour in the evening the numerous boats of the ship were in attendance at Queen's Wharf, so that as the different parties arrived, they were conveyed on board without the least difficulty or delay. At half-past eight o'clock dancing commenced on the deck, which was handsomely fitted up as a ball-room. The supper room was also fitted up with studied elegance, and the tables were profusely furnished with every delicacy which could be procured. After supper dancing was resumed; and it was kept up with such animation and elasticity of spirit, that the rosy beams of morn had begun to dapple the east before the company seemed to entertain a thought of taking leave of their gallant entertainers.

"The Andromache sails this morning; and we understand that His Excellency the Lieutenant Governor will take advantage of the oportunity offered him of taking a cruise around the Island with Capt. Baynes, to inspect such distant parts of the coast as are not easily assessible by land carriage."

—Colonial Herald, Aug. 24, 1839.

— Notes By The Way —

Our laws are funny things. We are tremendously strict about certain things, disgracefully lenient about others. How many drivers with 10 or more traffic infractions against their names are still driving cars around Lethbridge, or Great Falls, or Calgary, or Vancouver? Hundreds, we'll venture to say.—Lethbridge Herald.

An aircraft load of blueberry plants from Canada may give Scotland a thriving new horticulture industry and provide a valuable use for what is at present almost valueless peat land. The plants will be fully grown and, uprooted one day in Nova Scotia, they will be planted in Lanarkshire within twenty-four hours, after an air crossing to Preswick. By trans-planting fully grown blueberry bushes, it is hoped that from four to five years will be saved in developing the industry in Scotland.—U. K. Bulletin.

It is estimated that 100,000 Canadians are totally or partially disabled by arthritis or kindred ailments and that about one-fifth of the victims are regularly confined to bed or wheelchair. All told some 600,000 persons in this country suffer from these diseases in varying forms. In the United States, we are told, rheumatic diseases are ten times as prevalent as tuberculosis and seven times as prevalent as cancer and all forms of tumor. It is good news, therefore, that the Canadian Arthritis and Rheumatism Society is preparing a long-range and well organized attack against the great cripplers.—Winnipeg Tribune.

The supply ship which is being built to replace the Nascopie will be named the C. D. Howe. Somehow naming an icebreaker after the Minister of Trade and Commerce seems most fitting. Mr. Howe is frequently in deep water, ploughs into things like a battering ram, can make a noise like a fog horn, is an old hand at riding out storms, keeps his eye on the North Star, always has a full head of steam and manages to get into a lot of jams. Yet, as he proved during the war he has a knack of getting the supplies through. Incidentally, the C. D. Howe should carry old portfolios for ballast if it wishes to keep in character.—Winnipeg Tribune.

Here's a story to warm the heart of all those who love dogs. Brownie, a mongrel, has been waiting on the wharf at Linden, New Jersey, for fourteen months hoping that from one of the incoming vessels her master will come ashore. Day after day—fed by kindly longshoremen and night watchmen—Brownie keeps watch, with undying hope. Her master, supposed to be a Norwegian chief engineer, Sigvald Falnes, has been deluged with letters from irate dogmen and dogwomen. King Haakon or Norway wrote personally berating him for his desertion. Mrs. Roosevelt—who still cherishes Fala the Scottie—wrote too. Falnes, however, replied that this was not his dog. His pet died and was buried at sea. Still the long watch goes on; still Brownie looks faithfully at each new arrival, runs gleefully to the dock expecting to see her master again. It might be better if that man never returned. A base rogue who deserts a dog like Brownie doesn't deserve to have a dog—and not much of anything else. In time, perhaps, she will settle down and abide in some other master's house, but she will never forget and never abandon her love. Dogs are like that—London Free press.

The Age-Old Story

Whoso eateth My flesh, and drinketh My blood, hath eternal life, and I will raise him up at the last day. For My flesh is meat indeed, and My blood is drink indeed. He that eateth My flesh, and drinketh My blood, dwelleth in Me and I in him. As the living Father hath sent Me, and I live by the Father, so he that eateth Me, even He shall live by Me. It is the spirit that quickeneth; the flesh profiteth nothing: the words that I speak unto you, they are spirit, and they are life.

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