

THE GUARDIAN

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

CHARLOTTETOWN, WEDNESDAY, APRIL 7, 1948

How To Deal With Freight Rates

A meeting of the Transportation Commission of the Maritime Board of Trade is to be held tomorrow to consider the railway freight rate boost. Seven provinces vigorously protest against the increase, holding it is unwarranted at the present juncture, and a bold endeavour will be made to have the Government suspend the imposition of the increase for at least thirty days, till the whole question be reconsidered from the evidence already submitted. It is generally admitted that the loss sustained in running the railways is not on the long haul traffic across Canada, but in the inefficiency and inadequacy of local services. Were their railways run in an up-to-date business like manner, such as private enterprise would insist upon, there need be no loss, but a tremendous increase in profits. We have but to look to our own local conditions, and then to multiply the outcome as applicable to similar areas all over Canada to realize how economically wasteful the system has become in the course of many years. Take for instance, say the service between here and Murray Harbour or Murray River. A train carrying a crew of five goes one day and returns the next, with but an insignificant patronage in freight and passengers; whereas a jitney service with one employee could do the journey, two or three times a day at a minimum of cost. We have dealt with this in the past, but the reply is merely that railway employees have votes, and it would never do to jeopardize these even for the sake of economy and public convenience between elections. Nevertheless there is where the shoe pinches and accounts for the loss sustained by the railway systems. Another source of waste is in attempting to compete with the buses in pick-up and carry traffic. For 40c or thereabout a big railway truck will call at an address to convey a comparatively small parcel, to say, Kensington, only to find in not a few instances that meantime a bus has called and offered to deliver the goods at the home of the addressee instead of having it left at the station. It is in this way that the cost of running the railways has got out of hand, and not in the long haul heavy traffic, and it might be well for the Transportation Commission to direct the attention of the Government to this angle with a view to securing remedial measures in the interest of all concerned. Do not let there be any mistake. The railway service is costly, and getting more and more so, but it is not due to the long haul but to these local inefficient conditions which must be remedied; and now is the time to make a start by convincing the Government that action is necessary in the interest of all concerned.

Motorists' Tax Burden

Figures quoted in the current issue of the Manitoba Motorist, publication of the Manitoba Motor League, give some inkling of the size of the tax burden being carried by motor car owners and operators in Canada. In December, 1946, there were 1,584,889 passenger cars, trucks and buses registered in the Dominion. The following is a breakdown by provinces of the amounts paid by motorists in licence fees and gasoline taxes during the same year:

Table with 3 columns: Province, Licence Fees, Gas Tax. Rows include Alberta, B. C., Manitoba, N. B., Nova Scotia, Ontario, P. E. I., Quebec, and Sask.

Under these two headings alone motorists poured \$111,305,821 into Dominion and provincial treasuries in 1946. Federal authorities claimed \$29,482,040 in excise taxes collected many millions of dollars in excise and sales taxes on automobiles and automobile parts.

Communist Tactics

The British Labor party in a statement entitled "A warning and a lesson to democratic socialists," points out that the Communists "consider as enemies all those who do not surrender unconditionally to their slightest whim." Then it continues: "But Czechoslovakia teaches us something more. Communists cannot achieve their aims without support from a minority within the camp of democratic socialism."

The Communist tactics are, thus, to attach themselves to the left wing section of left wing parties, detach this section if possible and then ride to power, as they have done in eastern Europe, in the thinly veiled disguise of coalition government.

This appears also to be the party line in Canada. After years of abuse levelled against the C. C. F., the party has swung round and announced its support of Mr. Coldwell's group. The next step is to wear away the left wing of the C. C. F. from its parent body. This is the line in Britain where the 20th national congress of the Communist party sought to split Labor and form a "progressive" or "left" government as against what the Communists term the present "right wing" labor leadership. This is what happened in Czechoslovakia, in Poland and in Italy.

EDITORIAL NOTES

Red Cross booming.

All will regret the sudden indisposition of Rev. G. Carlyle Webster, and wish for his speedy recovery.

It is about time for our annual clean-up week—so that everything should be spick and span for ourselves and the in-rush of tourists.

For every \$4 a Briton earns his Income Tax is \$1.80—no wonder the new budget was eagerly looked for, but disappointing when brought down.

It seems strange that after Russia had announced to the world that she had developed great new oil fields from the Urals to the Pacific she should come out of the Austrian negotiations with numerous oil wells at the expense of control of Danube shipping.

The best medicine in the world—children's laughter. A much travelled English actress in an interview on her return to London for a pantomime said: "I couldn't miss playing principal boy. You can't bottle happiness and sell it to people, but to listen to children laughing is better than all the tea in China. No wanderbug will ever prevent me coming back to England for pantomime."

A man of nerves and nerve. A woman recently lost possession of a flat in Southford for a very original reason: the noise of her high heels tapping on the floor so annoyed the man living below her that he applied for her eviction and was successful—the judge holding that she might have worn slippers or rubber soles—or even gone about in her stockinged feet.

The case for the Maritimes in the matter of freight rates chiefly concerns policy rather than merely legality. This country was founded on a railway policy that was to enable its geographically diverse provinces to become an economic unit. With the abandonment of that policy Confederation itself is being abandoned.

William Wordsworth, English poet born this date 1770, friend of Coleridge who collaborated with him in Lyrical Ballads. He was the chief of the Lake poets, and one of the leaders of romantic survival. He made nature—and man as part of nature—his great poetic theme; at its best his poetry combines sublimity and purity: Methinks "Wisdom is oft-times nearer when we stoop Than when we soar."

More coldwar and infiltration. A number of prosecutions have taken place in Montreal Recorder's Court for buying tickets on an Italian lottery. The money raised from sale of the tickets was intended to be used in the national elections in Italy on April 18, it was stated by police who believed a link existed between the Italian Communist Party and the Labor Progressive Party in Canada.

The Alberta prosecution for "conspiracy" to publish a defamatory libel has been amended but the accused publishers have been put to unnecessary trouble and expense in meeting the charges which had they consisted of "publishing" rather than "conspiring to publish" would have been triable only in the province where the publication had its origin.

It is an oft heard complaint that the Island is top heavy in the matter of Government in relation to population. It is extraordinary then that a Lieutenant-Governor and a 30-member legislative assembly and a 9-man Government are considered by that government to be inadequate. An additional House comprising all the electors on the Island is being set up to enact liquor legislation.

The unreliable potato exporter is a serious problem to the Island potato industry. The Provincial Government, of course, has little actual control of marketing operations outside the Province. It should be possible, though, to establish a Trade Association with membership restricted to reliable dealers. Others could not be prevented from operating but at any rate outside buyers would know that they were not "Island approved." It is up to the dealers themselves to organize for their own protection.

There is no word for compromise in the Russian language, Bernard Cardinal Griffin, Archbishop of Westminster, preaching in his Cathedral, declared. "Nations and states have failed to come to terms with the communistic leaders of Russia," he added, "because Communism is radically opposed to Christianity and all that it stands for. The Communist wishes to win the world for Stalin and we want to win it for Christ. But it is no use to decry the evils of Communism if we fail to remedy those evils under which Communism can flourish."

The sheer drudgery involved in writing books and the meagre rewards in money or in reputation provided by Canada for its writers are the chief reasons for the scarcity of Canadian books, Mr. Roderick S. Kennedy, immediate past president of the Canadian Authors Association, declares. Conditions are much better in Canada today than they were 10 years ago, but authors in this country still face the inescapable fact that 12,000,000 Canadians provide "a very small market." Canada can only buy one-fourth as many books as the United States and one-quarter as many as Great Britain. As a matter of fact the picture is even darker than that since the Canadian market is split into two groups one normally reading only French-language and one only English-language books.

-Notes By The Way-

The first Russian nylons are reported to be on sale in Moscow, so it's only a matter of time until the propaganda bureau comes up with the revelation that the stuff really was invented there. — Windsor Star.

Winnipeg was the first city in Canada to operate a theatre as a municipal venture. The enterprise has paid handsome returns in many ways in addition to showing a financial profit. The Playhouse Theatre is becoming more and more of a cultural and community centre. It is available for school concerts and plays. — Winnipeg Tribune.

When Fredericton was originally laid out by British military engineers, it was made a square of 1.1 miles, giving it an area of 121 square miles. Fredericton may not have grown in population to the degree expected at its foundation. Today it may have to rely on its quality rather than on its quantity. But when it comes to other cities vaulting themselves on area, we expect to hear something from the New Brunswick capital. — Halifax Chronicle.

Some people think Vandenberg is older than he is. He is 47 days older than Truman and 71 1-2 months older than Senator Joe Martin. All three become 64 this year. MacArthur is 68. Dewey will be 46 this year. Stassen 41, Warren 57 and Taft 59. Vandenberg's announcement that he would retire at the end of his present term as senator may have given the impression that he regards himself as aged. His present term, however, has nearly four years to run. To his acquaintances he appears to be in excellent health and this was the verdict of doctors last Fall. — Newsweek Magazine.

A Pittsburgh medico has discovered that those "head colds" that keep coming back may be an allergy and not cough after all. So just wipe away the tears, forget the headache, blow your nose not chauntly and dismiss the whole affair. You'll have to repeat this whole procedure every few seconds, of course. Why worry about whether it should have this or that name? What people want is a cure, or, better still, a preventative. — Kitchener Record.

A facsimile of the Kitty Hawk, the biplane in which in 1903 the Wright brothers made the first powered flight in a heavier-than-air machine, is being made for the Science Museum, South Kensington, by the de Havilland Technical School at Hatfield. This is to take the place of the original when it is restored to the United States shortly in accordance with a promise made to the late Mr. Orville Wright in 1943. — London Times.

Before we are very old, health authorities remind us, we learn that words can wound! Everyone has seen a "hurt" look on a child's face. Adults, too, they say, can be "cut to the quick" by sharp comments. So, since no one likes to be injured, in feelings or in person, everyone should guard against saying or writing things which make others suffer. A pleasant word, an expression of commendation or congratulations, cordial greetings—all these things help, say the health men, and they create happiness for those who utter them as well as for those to whom they are directed. — Chatham News.

The free peoples have already learned the lessons of the cold war. It strips away the last illusions about the Communists and their tactics; they are seen to be working along the course prescribed for them by Lenin—to play the parliamentary game for so long as it suits them, to use democratic professions of faith to win adherents, to build up their strength; in extra-parliamentary bodies such as the trade unions, and then to seize power by sudden forceful means. — The Times, London.

India's new constitution represents an inspiration rather than a reality. Like all great constitutional documents, it promises more than it can perform in measurable time. But the promise is important, and if the new legislatures that are to come into being under the constitution can work it with tolerable efficiency, India's teeming millions can look forward to the widest possible opportunity for freedom and security. — Montreal Star.

More than 30 years ago Miss Edith Raine lent a small clock to her sister, Mrs. Royce Metcalfe, of Palm Beach, near Sydney. Neither of them thought much more about it until the other day when she wrote to ask if she could have it back. That reminded Mrs. Metcalfe that, soon after she'd borrowed it, she had taken it to be repaired. She traced the watchmaker. "I've been expecting you" since July, 1917," he said. — Australian News Letter.

On top of a squat building in Times Square, where the block-long elevators are, there was situated before the war workmen are building a 35-foot waterfall. It will be 120 feet wide, and 50,000 gallons of water a minute will tumble over it—not on to Broadway pedestrians but into a trough where it will be pumped up to the top again. This waterfall is only one part of a huge advertising sign—probably the most spectacular in the spurge of bright signs being made in the Broadway which will make the street that was dubbed the "Great Way" back in the 1900s look like a dark alley. — New York Tribune.

PUBLIC FORUM

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

FREIGHT RATES INCREASE

Sir,—As the decision to increase freight rates by 25% will have a most disastrous effect on industry and the whole economic life of our Province, it is most urgent that our case should be carefully studied from every standpoint, in order to safeguard our rights. I would, therefore, like to have the privilege of stating certain facts that have an important bearing on the case.

Over 20 years ago, when I was president of the Associated Boards of Trade of Prince Edward Island, I was appointed on a special committee of five, by the Maritime Board of Trade, with a view of securing a traffic expert to examine into the discriminations in freight rates against the Maritimes. Eventually our committee called a meeting at Moncton of all principal shippers and manufacturers in the Maritimes, and which was also attended by Premier Armstrong of Nova Scotia, Premier Veniot of New Brunswick, and Premier Stewart of Prince Edward Island. After a successful all-day session in Moncton, our committee then held a conference with the three Maritime Premiers, and they were so convinced as to the seriousness of the situation prevailing, that the committee was authorized to secure the services of a traffic expert, and three Provinces were prepared to finance the cost on a per capita basis. Mr. F. C. Cornell, an outstanding traffic authority, was in due course engaged. He soon discovered that the Maritimes were discriminated against at every turn, and it was the submission of Mr. Cornell's report to the Duncan Commission in 1926 that secured the 20% reduction.

When the Canadian National Railway absorbed the Intercolonial Railway and the Prince Edward Island Railway in 1912, the freight rates were increased in the Maritimes by 92%, and in the other Provinces west of the Maritimes by only 55%. The reduction of 20% recommended by the Duncan Commission was an endeavor to place the Maritimes more on a parity with the other Provinces of Canada, though no compensation was allowed for the period from 1912 to 1926, when the increase had been in effect, and during which time the Maritimes had suffered tremendously.

The Maritime Freight Rates Act, 1927, sets out that the Duncan Commission "made certain recommendations respecting transportation and freight rates, for the purpose of removing a burden imposed upon the trade and commerce of such Provinces since 1912, which, the Commission finds, in view of the pronouncements and obligations undertaken at Confederation, it was never intended such commerce should bear."

In giving effect to the recommendations of the Duncan Commission, the Federal Parliament included in the Maritime Freight Rates Act, as one of its principal purposes, the following: "The purpose of this Act is to give certain statutory advantages to persons and industries in the three Provinces of New Brunswick, Nova Scotia and Prince Edward Island, and in addition upon the lines in the Province of Quebec mentioned in Section Two, accordingly the Board shall not approve nor allow any tariffs which may destroy or prejudicially affect such advantages in favor of persons or industries located elsewhere than in such select territory."

The principle of the Maritime Freight Rates Act was to lift from Maritime commerce and industry penalties and burdens that had been operating seriously against this part of the Dominion.

The increase in freight rates of 25% now proposed, according to press reports, is based largely on the increased cost of operations of the Canadian Pacific Railway in their Rail Department, but excluding the steamship, hotel, and other operations. This Province, a partner of Canada, has never had the benefit of competition in railway service from the Canadian Pacific Railway, but has been entirely in the hands of the Canadian National Railways.

Perhaps many Islanders are not aware that as far back as 1837, during the premiership of Hon. W. W. Sullivan, this Island Province received an annual subsidy of \$20,000 (or, say, 4% on \$500,000) for not having benefited, as a partner, in the large Government expenditures on railway construction, including the Canadian Pacific Railway. A precedent was then established which seems to have been lost sight of in passing the laws of this Province in recent years. If we were entitled to half a million dollars indemnity in 1837, quite a large amount should be coming to Prince Edward Island on this basis for the past 60 years. The Canadian Pacific Railway not having extended their services to Prince Edward Island, why should this Province become involved or penalized on their account?

Take the case of the Maritimes, when the producers and shippers during the past winter were unable to secure sufficient reefer cars to ship seed and tablestock potatoes, to fulfil their sales requirements, Prince Edward Island could not call upon the Canadian Pacific Railway for relief, whereas New Brunswick and the other Provinces of Canada could demand a share of C.P.R. cars available, and participate in their other rail services, which is a very important factor. Further, while there has been no competition from the

Canadian Pacific Railway so far as Prince Edward Island is concerned, we have been in the hands of a Government monopoly that has operated the Car-Ferry service and placed a prohibitive rate tariff on the movement of produce or goods by truck to and from the mainland. Even with the new Car-Ferry, this service is not by any means satisfactory. While before the World War trucks were not in freight on the mainland at one-third the railway rate, the Island producer and shipper had, as a result of no competition by truck, to ship by rail, and pay the full railway charge. I merely relate this to show the disadvantages under which our Province has endeavored to carry on, notwithstanding the guarantees given the Province under the Confederation Pact. One of the most important agreements in the Confederation Pact was the regulation of trade and commerce on an equitable basis to all the Provinces or partners of the agreement.

Hon. Mr. McNair, Premier of New Brunswick, according to press reports recently, made the following statement: "It was clearly intended under the Maritime Freight Rates Act that the Maritime Provinces should be placed in a position to do business with the other Provinces of Canada. Any movement or action which has the effect of disrupting this position is most disturbing. While in the opinion of the Transport Commissioners the railways required additional revenues, we feel that special consideration should have been given to areas of Canada where the traffic consists largely of primary products, and in the event that larger revenues were required, primary products should have been given special consideration."

Notwithstanding the claims the Maritimes, as a unit, are entitled to, as set out in the Duncan Report, and the Maritime Freight Rates Act, I feel that the Island is in an exceptional position, and is entitled to very special consideration, for the reasons set forth. I wonder if the Board of Transport Commissioners, having had all these phases of the question relating to the Maritimes before them, would propose to nullify the Maritime Freight Rates Act and the recommendations of the Duncan Commission?

I am, Sir, etc., J. O. HYNDMAN, Charlottetown.

"IT MUST NOT HAPPEN HERE"

Sir,—A problem to be solved and three months to think about it! It is the most important issue since Confederation. Shall the Province of Prince Edward Island support Prohibition as its answer to the challenge of the liquor interests or shall it surrender without a struggle? This is not the first plebiscite to be held on this issue and it may not be the last. So determined are the liquor interests to shatter this last Island rock of resistance to their nefarious traffic that they will move heaven and earth to get a clear mandate on June 28th.

Rumor has it that the result of the referendum will be a clean sweep for alcohol. So disillusioned and so disgusted have many people become with recent manoeuvres and so shocked with the callousness of the Cullen amendment that even life-long prohibitionists are saying anything would be better than the present sordid situation. So long is it since a whole-hearted effort was made by the Prohibition forces

The Poet's Corner

SONG

I love all beautiful things, I seek and adore them; God hath no better praise, And man in his hasty days Is honoured for them.

I too will something make And joy in the making; Altho' tomorrow it seem Like the empty words of a dream Remembered at waking. —Robert Bridges.

Old Charlottetown (And P. E. I.)

LAND FOR SETTLERS

"Not more than thirty thousand acres are at present held by the Crown. Woodlands in convenient situations may, however, be purchased for from five shillings to two pounds per acre, and leases in perpetuity, or at least, for an amount to the same thing, for nine, hundred and ninety-nine years, can be obtained at the annual rent of one to two shillings per acre and, in some situations, for less. So that, taking into consideration the advantages of residing in the vicinity of a well disposed society, of the opportunity that is afforded of having the younger branches of a family instructed in the rudiments of education, of roads communicating between all the settlements, corn mills and saw mills being almost everywhere in the neighbourhood, and having the benefit of convenience, by living near shipping ports, of ready markets for the produce of the land or the sea. It may reasonably be concluded that the terms upon which lands can be had in this Island are more favourable than in any part of the State or Upper Canada." —From a description of Prince Edward Island, by John McGregor, 1829.

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to enforce Prohibition that we have forgotten how this much publicized instrument worked. It would seem that some malign influence was at work to undermine our respect for law, our moral stability and our social integrity. If our Government had denounced the Cullen amendment, closed and padlocked the Vendors' shops, returned to the Medical Association the freedom they formerly enjoyed, and given us three months of social security and freedom from fear, then that plebiscite would have some meaning. As things are it is meaningless. We already know that Government sale for revenue purposes can do, but we do not know or at least our young people do not know what Prohibition can do for the social, moral and spiritual welfare of present day civilization. Who is going to vote for Prohibition? And in connection with this question we must ask another: Who is going to enforce Prohibition if we do vote for it? The last time we voted for Prohibition we thought the law, when enacted would enforce itself. That was a mistake. No law enforces itself. Eternal vigilance is the price of safety. But when we got our Act we went to sleep, and when we woke up we blamed the Government for everything that happened in the meantime. No advantage will be gained in trying to conceal the fact that sentiment has changed during the past thirty-five years. Two world wars and their aftermath have left us floundering in a maze of uncertainty and confusion. There is no doubt but that moral standards have deteriorated. When the Prohibition Act was put on the statute books of the Province everybody knew where the Christian Church stood on that question. Today we are not so sure. If the Church cannot see its way clear to demand total abstinence on the part of its

Ladies' Tailored Suits We are now in a position to accept orders for Ladies' Made-to-Measure SUITS and TOPCOATS. J. P. MacPherson & Son Ch'town. (Custom Built Clothes) Queen St.

TO OUR CUSTOMERS Owing to difficulties beyond our control re delivery equipment, it is necessary that we make the following changes effective Monday, April 5th, 1948. There will be three deliveries daily from the Market on the following schedule:— 1ST DELIVERY— 8:45 a.m. 2ND DELIVERY— 10:00 a.m. 3RD DELIVERY— 3:00 p.m. In order that delivery may be made on the 8:45 schedule it will be necessary that orders are placed the previous afternoon. We solicit the co-operation of our many customers and feel sure that this new arrangement for quick and efficient service will be very satisfactory. J. M.'S MEAT MARKET PHONE 1810-1811 MARKET BLDG

Quickies By Ken Reynolds "The plumber you hired with a Guardian Want Ad was quick handy—from the pipe left over, he made us this chair!"