

THE GUARDIAN

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

CHARLOTTETOWN, MONDAY, DECEMBER 15, 1947

The Freight Rates Hearing

The railway freight rates case is still being heard before the Board of Transportation Commissioners. The final arguments for the Maritime Provinces against a proposed 30 per cent increase were ably presented a few days ago by Mr. C. J. Burchell and Col. J. L. Ralston.

Mr. Burchell said that the Maritime Freight Rates act provides that the Board can only give an increase when it is clearly established that there has been an increase in the cost of railway operations in Canada. He submitted that there is no conclusive evidence in that regard upon which the Board can act.

He next argued that the Board has power under the Railway Act in a case involving horizontal increases to provide for maximum charges or to give a lower increase on exports from the Maritime Provinces. This is particularly true of agricultural products, lumber and manufactured goods. He asked to have this provision for a lower increase applied to the Maritime Provinces if a general increase is authorized.

Following Mr. Burchell's presentation, Col. Ralston reviewed the main elements in the case and argued strongly against any general increase being granted. In particular he emphasized that there is a great difference between the C. N. R. as a transportation system and as a commercial organization. It is very efficient as a transportation system. But that has no effect upon its status as a commercial organization. It can keep none of its profits and conversely, it cannot lose money. In short, it is not really operated as a financial concern.

Colonel Ralston recalled that the C. N. R. had been built up by incorporating railways of great extent and involving heavy cost of operation, which originally were built not as purely railway enterprises of a business character but in a substantial degree for colonization and other purposes. He then said: "It would make no difference to the C. N. R. if freight rates were increased 50 per cent or decreased 50 per cent. If there was a surplus, it would be taken from them, and if there was a deficit, it would be paid."

Then And Now

"The Constitution (BNA Act) sets forth certain legislative powers. Those powers are confined to the two Houses of Parliament and the King's representative. That is the only body which can legislate with respect to anything, and particularly with respect to taxation. Another section of the act deals with the powers of the Executive and there is not a word which gives the Executive power to legislate. When it comes to the imposition of taxation there is no right, either constitutionally or legally, which the Government has to impose taxation in the form of duties by Order-in-Council. I care not under what authority they may claim that right."

The above statement was made in the Budget debate in the House of Commons, April 26, 1932, by the present Prime Minister Mackenzie King. Yet it was only the other day that Finance Minister Abbott announced in the House of Commons that the 25 per cent excise tax which by his decree was arbitrarily imposed on electric and gas stoves, ranges and heaters, on November 18, has been removed. A similar "pardon" has been granted persons who buy electric or gas refrigerators and oil-burning equipment provided these items are not to be used in private homes or places of recreation and amusement.

Thus is "economic justice" distributed at the whim of the Cabinet. It mattered not that some elements of the public, almost certainly those who could least afford to pay, have been unfairly treated, deliberately overcharged for the purchase of home essentials. Without concern for the consequences, the Government decreed the tax should be paid. Twenty days later, forced to admit the inequity, it simply dropped the tax. Parliament, which alone has the power over such things, was permitted no word on either side.

Mr. King's own words of condemnation, uttered in 1932, is sufficient to show the alarming progress we have made in totalitarianism since that time.

No Trade Cure-all

The Geneva agreements should help boost British exports to the United States, says the London Economist, but they are in no sense a trade cure-all. That sober appraisal applies to Canada as well as the United Kingdom. The new pacts do clear away some of the obstacles to freer world trade, though perhaps not to the sweeping or immediate extent that some may imagine.

But these tariff cuts, especially on manufactured and processed goods will not automatically guarantee a new flood of British and other exports to the United States. Whatever flood may develop, as the Economist points out, will depend upon several factors, not the least of which is the ability of producers to keep costs within reason.

Biggest single gain, believes the Economist, and here again most Canadians will agree, is the substantial lowering of tariff barriers and elimination or widening of quotas by the United States. Here is a real concession and one of immediate advantage and hope to those countries which can produce a surplus of goods which

will appeal to American buyers.

On concessions by the United Kingdom and other European signers of the Geneva Agreements, the Economist is dubious. It wisely observes that in this case tariffs, including the substantial remains of British Preference, are largely meaningless so long as quotas and other restrictions are allowed to interfere. True, such things are banned by Geneva, in a general agreement, but in another clause exempted "so long as balance of payment difficulties remain."

EDITORIAL NOTES

Once again it is Christmas "business as usual." Beautification has caught on, and we should gradually and steadily make progress towards the ideal of "The Island Beautiful."

When a firm announces it is too busy to prepare advertisements at the moment, it means its advertising has been effective and is bringing desired results.

Russia is reportedly expecting a huge oil deficit for the next few years. If this is correct he need to import large quantities of oil may well make her anxious to export food in order to make the necessary payments.

Mr. Gillis, M. P. of Cape Breton, thinks we are politically behind the times and need brushing up. Well, at all events, our labour troubles have to be imported, even if we do export brains and brawn in the process.

The government continues to promise to take some action to give the farmer a greater return to offset his mounting costs. The uncertainty as to just what that action will be is highly disturbing to farmers but it at least discourages them from disposing of their stock prematurely.

The British-Canadian food negotiations at Ottawa really depend upon Washington for means of a solution. Unless the United States makes some of her aid available in the form of Canadian purchases, Britain will be unable to go on buying food from this country.

Izaak Walton, English author and angler, died this date 1683; wrote several admirable biographies, including that of Donne, Dean of St. Paul's; accounted the greatest of the "Metaphysical Poets"; but his masterpiece is "The Compleat Angler, a dissertation on angling interspersed with entertaining reflections on life and nature: 'If thou be a severe, sour-complexioned man, then I here disallow thee to be a competent judge.'"

They are looking ahead for a general election in Britain. Mr. Ian McClean, 33-year-old journalist and former prisoner of war, was adopted as prospective Conservative opponent to Prime Minister Attlee in the next general election. The Prime Minister's constituency is Limehouse, in London's East End, where he had a majority of 6,780 votes in the 1945 general election.

Commissioner David C. Lamb, C.M.G., L.L.D., O.F., 81-year-old Salvation Army veteran well-known to many here, did a good deal of talking recently when in Montreal. One of the things he suggested was that Great Britain should render an account to the United States "for holding the pass for the world's civilization, and to keeping the enemy from the Western Hemisphere, less 50 per cent Britain's contribution to the same." Such a bill, if honoured, would certainly alter the balance of international credits. We might even find a sterling crisis in place of the dollar crisis.

French Scouting consists of six separate movements which have the common aims of 1) maintaining the method and spirit of scouting as defined by Baden-Powell, 2) developing in French youth honesty, respect for the freedom of others, physical and moral health and the spirit of service, and 3) promoting understanding and friendship among French youth. The six movements are: the Boy Scouts of France, which concentrates upon ideals in a non-denominational fashion, modelled upon the methods of the public school; the Unionist Boy Scouts of France, which, under Protestant direction, holds up to members of all faiths the teaching and example of Jesus; the Scouts of France, which gives a Catholic content to scouting; the Jewish Boy Scouts of France, which bases its educational activities upon the spiritual and moral values of Judaism; the French Federation of Girl Scouts which is grouped into three sections similar to the non-denominational, Protestant and Jewish groups listed above; the Guides of France, a Catholic girls' organization.

Eight years ago, on December 17, 1939, Britain joyously received an early and heartening Christmas present in the shape of some 7,500 Canadian troops—the vanguard of more than 335,000 she was to welcome before World War II was over and won. The first contingent of the 1st Canadian Division arrived that morning in the Clyde River, unannounced and heavily escorted, in one of the most impressive convoys to make the Atlantic crossing during the war. There were the liners Aquitania, Empress of Britain, Empress of Australia, Duchess of Bedford and Monarch of Bermuda, and they were escorted by some of the most famous vessels of the Royal Navy—the battle-cruiser Repulse, the battleship Resolution and the aircraft carrier Furious. Several other ships of war, including four Canadian destroyers, were also in the convoy. The Canadians lost no time introducing themselves. From the crowded transports they loudly and unmistakably split out in unison "C-A-N-A-D-A" and concluded on a mighty crescendo "Canada!" The Canadians had arrived in Britain.

Notes By The Way

Our effect of the ban on imported pulp magazines may be that the publishers of the gaudy comic books and the sexy, violent periodicals will now attempt to originate their stuff in Canada. There are many such publishers already being produced in Canada. But for a time at least there should be an appreciable and appreciated decrease in "slush." — Sydney Post-Record.

For a time at least, until the publishers of the slushy, sexy and violent pulp periodicals attempt to produce their tripe in Canada, the ban on their importation is said to be one of the good things that have come out of Ottawa. The ban on their import will save American dollars, and judging from the vast number and the huge variety of this type of magazine displayed on newsstands, it must have taken a considerable quantity of needed U. S. dollars to pay for them. — Moose Jaw Times-Herald.

Francis Grose, in his "Classical Dictionary of the Vulgar Tongue," is the first authority to recognize the term "stang" itself. He applied it to a list of words including bay-window, bedizen, bet, bluster, budget, burlesque, cab, cobble, out, dominie, eyestone, fashy, fog, flout, fuss, gag, malinge, messmate slump, saunter, rascal, trip and yelp—few of which even the most rigid purist might now consider. — Manchester Guardian.

Requirements of the Social Register published in New York seem to be flexible. The name of one woman is dropped from the list of the elite because she carried a gun, while another has her name continued in spite of having run down the street lightly garbed. Gananoque, Ontario, is a town of 1,000 people. It is a debateable issue which of the two females is the more dangerous. What we would like to read is a volume containing the names of the members of the Social Register, and why. That would be much more interesting than the Register itself. — Windsor Star.

We need to go back through the years to April 26, 1923, to find an occasion comparable to this. The man who is now George VI was married that day and the page of the newspaper which was crowded with depression misery, a cruelly destructive war, and now a bitter aftermath, in which Britain lies under a heavy burden of debt, and why. That was the day when Elizabeth and Philip a happy future to bespeak the same for the British people. — New York Times.

Before the Highways Department runs out of Royal names to confer on its new roads, may we venture to suggest that it busy itself finding a title for the route between the house where the Crystal Beach skirting the Upper St. Lawrence that has been nameless and perhaps even nameless for a dozen years. Someone did indeed find this route in the past when it was still under construction, and as such it remains a "day." But this is not its official name. As a matter of fact, it seems to have an official name: "Prince Philip's Path" for the new route, the "path" part of the name being in recognition that after years and years of effort and agitation, the Highways Department has only now succeeded in making one lane of this roadway fit for modern traffic? — Brockville Recorder and Times.

By unofficial messenger, the Emperor of Japan has sent his personal thanks to Senator Elbert Thomas, of Utah, for saving the imperial palace from being bombed during the war. The emperor's gratitude is particularly touching in that President Roosevelt was urged by certain generals to order the bombing of the emperor's palace. So he called on Senator Thomas to deliver the emperor's deep appreciation to the Senator from Utah, for advice. Thomas recommended strongly against the bombing. He argued that the Japanese people would be embittered and no military advantage gained. "The palace will not be bombed," Roosevelt promised. After the war this story eventually got back to Hirohito, who asked an American to deliver the emperor's deep appreciation to the Senator from Utah. — Minneapolis Star.

The simple fact is that the United States and western Europe are parts of the same community, bound together by every kind of bond that has meaning for human beings. We live in the same house. We belong to the same family. Colours are being erected, and we are being urged, were erected, but just about as much resistance against a heavy sea as a baby carriage.

There is nothing accomplished by this waste of money and one wonders why this work is being carried on every season, year after year. Would it not be possible to design some form of permanent sea wall, and give the job by tender to a company having experience with this type of marine construction? It is possible that the present foreman could handle a project of this nature, with professional guidance, and with the proper tools and materials at his disposal. What is required is a heavily ballasted wall which could

PUBLIC FORUM

This column is open to the discussion of current events of interest. The Charlottetown Guardian does not necessarily endorse the opinion of correspondents.

CORRECTION

Sir,—Mr. Cullen, successful councillor candidate in Third Queen's election, claims that his village's majority was the largest in the Province. I think check-up will show this honored position is held by Major D. L. Mathieson—member elect for Charlottetown.

Then again Mr. Cullen stated: there was an increase in councillor vote polled in his district of over four hundred, over the 1945 vote. Here again he seems to be in error, as newspaper records today show a decrease of only 12, and of this number 51 were from Maple Hills, a new poll added this year. This would reduce the actual increase on a fair comparative basis, decreasing it to over 400 as claimed.

In the Assemblyman records we find there were cast 2926 votes in 1943 as against 3153 on Thursday the 11th election, a difference of 227. Here again, Maple Hills, the additional poll, contributed 170 votes, reducing the actual increase of the 1947 vote over the 1943 vote to 56.

I am, Sir, etc. CHARLOTTETOWN ELECTOR

TO END ECONOMIC INSECURITY

Sir,—This is a promising prospect: Reduced taxes, a balanced budget and increase in business investments, expansion of the same drive in federal, provincial and municipal. That means better roads, more and better schools, hospitals and, above all, good jobs for all workers; good incomes for all farmers; and fair profits for our business men. A national income of that sort, sustained year after year would soon make poverty and gnawing fear that stems from economic insecurity obsolete throughout Canada.

Work on postonable projects by federal, provincial and municipal governments should be delayed, as far as possible, until the time when an increase in government investment spending is needed to balance out a drop in business investment spending. The Russians may yet show us that their kind of system can have the same drive and vigour and productivity as the free enterprise system has shown. But even if they match our economic achievements, I set much store by freedom of enterprise. I set great store by opportunities for the development of the individual and the challenge to the individual to make the most of his own capacities, which can be answered, under free enterprise.

It is sometimes said that a redistribution of our national income cannot help anybody because there is not enough money in the hands of the upper income groups to raise income very much at the lower levels—even though everyone had an equal share. This argument misses the point at issue. It is not the question of taking money from the few to give to the many. It is simply a question of producing more so that we can all have more. All nations must recognize that this is one world and that its rule must be to live and help to live in such a world the tensions, conflicts and fears; the man's inhumanity to man, which has poisoned the minds of the people and will appear. President Roosevelt, when he spoke for the crisis in which he took office in 1933 spoke truly when he said: "The only thing we have to fear is fear itself." But the truth he spoke is not limited to that painful period in the U. S. A.; it is universal.

In closing I will quote what the Rev. John Marry, Litt.D., D.D., L.L.D., states in his book "The Role of the Church as a World Force": "As the critic of all things human the church must proclaim to the world today and to the democratic world in particular, the failure of nations and the powerful groups within nations to regulate unregulated economic forces has been responsible in great part for the present debacle of civilization."

I am, Sir, etc. ANONYMOUS.

THE RUSTICO BREAKWATER

Sir,—Would you allow me space in your much-quoted newspaper to advance a few comments on a matter which is causing concern to the residents of North Rustico Beach and which should be of interest to all the people of this community, particularly our fishermen. I refer to the absorption of funds on the construction of a sea wall and marine crib, Webster's pocket dictionary defines a "crib" as a baby cradle or carriage. Well, some of these sand fences, as they are called, which have been erected, and are being urged, were erected, but just about as much resistance against a heavy sea as a baby carriage.

There is nothing accomplished by this waste of money and one wonders why this work is being carried on every season, year after year. Would it not be possible to design some form of permanent sea wall, and give the job by tender to a company having experience with this type of marine construction? It is possible that the present foreman could handle a project of this nature, with professional guidance, and with the proper tools and materials at his disposal. What is required is a heavily ballasted wall which could

The Poets Corner

FROM A JUDGMENT IN HEAVEN

There is no expeditious road To pack and label men for God. And save them by the barrel-load. Some may perchance, with strange surprise, Have blundered into Paradise. In vasty dusk of life abroad. They fondly thought to err from God, Nor knew the circle that they trod; And wandering all the night about, Found them at morn where they set out.

—Francis Thompson.

Old Charlottetown (And P. E. I.)

GRAY-ABBOTT NUPTIALS

St. James Presbyterian Church was, on Thursday afternoon, thronged with spectators and guests to witness the marriage of Miss Margaret Stukely Grey, youngest daughter of Hon. Col. Grey, C.M.G., of Ingleburn House, Charlottetown, and Mr. William Abbott, son of Hon. J.C.C. Abbott, Mayor of Montreal, and President of the Senate of Canada.

The marriage service was performed by Rev. James Carruthers. There was a large number of guests, among whom were the Lieutenant Governor and Mrs. MacDonald, the Chief Justice and Mrs. Palmes, Judge and Mrs. Hensley, Hon. D. Laird and Mrs. Laird, &c. The bride and groom left by special train on an extended tour.

—Island Guardian June 11, 1881.

It is not necessary to study deeply all the principles of marine engineering science to understand the destructive powers of wind-whipped seas and tides with strong undertow, particularly when agitated by northeast and easterly storms in this central bend.

A famous graduate of engineering science, Capt. John R. White, U. S. A., with about thirty years experience in marine construction, once told me that a sea corner, about ten feet in height and travelling along with a clear ocean sweep-pounding straight on a cliff or sea wall—would have an estimated striking force of approximately 14 tons to the square inch. Imagine that destructive force, lashing at those lightly constructed cribs, with anchor parts sunk down only about three feet in the sand, and scattering fastened to together with light diameter bolts, spikes and nails. What resistance power have those lightly constructed fences and cribs against the elements?

I listened to an address some time ago by the Director of Education, Mr. Shaw, on soil erosion, which gave a clear exposition of the damage caused by this phenomenon. Heavy rolling waves, with strong undertow and swift currents in their wake, will have done a good job of sand erosion to this Beach if some substantial sea wall is not laid down in the near future. Fortunately we have not experienced any hurricane force in this latitude and longitude, and there is no great depth of sea water until one reaches a distance of four or five miles offshore.

The residents of this sand peninsula at Rustico have been working like beavers for several years, trying to keep their houses well up above water level, by hauling stone and clay at their own personal expense. One resident who deserves a good measure of credit for this is Mr. Becker, who by his untiring efforts, has succeeded in keeping the lower section of a large area of the Beach above sea level and normal tides. All those private breakwaters have helped to hold back and prevent sand erosion.

The private hauling of stone and sand involves some difficulties, especially over this sadly neglected stretch of road, the "forgotten mile," as it is called—although at this particular time there has been frantic activity on this section from the village to the beach. I believe that there is more freight traffic on this forgotten mile during the fishing season than there is on any other clay road anywhere in this Province.

Of course these sand sea fences and cribs do create jobs for a few people, and some of the in-shore fishermen who have taken a bad licking during the past season with low prices, a succession of storms, loss of equipment, etc.—do need those few dollars. But they would derive much greater advantage from a permanent sea wall. During last November storms, one of the natural sand barriers was almost punched through at the lower beach end, and the sand fences and cribs were battered almost all apart. The Beach residents have some sad recollections of storms in the past, particularly during the autumn of 1939 when approximately \$25,000 damage was caused. It was by almost a miracle that the old breakwater held fast during the recent heavy gales.

Some people contend that if we had a good deepwater harbour here, just as soon as navigation would open in the spring there would be such an influx of "immigrant" fishing vessels to this North Side end, that our fishing grounds would be depleted in comparatively short time, and there would be so many ships in port at one time that our lobster boats couldn't get out. I am not a prophet, but I do not think we should worry much about that.

The fisherfolk of this community have played an important

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part in the economical life of their country. They have contributed in manpower and dollars to two great war efforts, and taken part in other national and civic charitable activities. They had a high percentage of enlistments for every branch of the armed services. I believe the first crude model of a steam automobile was constructed and operated by one Rev. Father Belcourt of Rustico, and actually driven by its own power a distance of approximately twenty miles. I am also told that the first fish buyers' establishment on this Island was started by some Immigrant at Rustico. These matters should be taken into consideration with respect to the need of the people of this section for a proper sea wall project.

Some tourists from the United States were contemplating building cabins here on the Beach, but hesitated doing so on account of the conditions to which I have referred. Give us a good permanent sea wall—something that will afford real protection for our small, but valuable, sand peninsula and large expenditures of public money will not be required every season for repairs.

I am, Sir, etc. AN OBSERVER

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