THE CHARLOTTETOWN GUARDIAN

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

TUESDAY, JULY 8, 1947

Labrador's Destiny

It seems quite apperent, says an Ottawa correspondent, that much more important than any immediate financial considerations in discussing union of Newfoundland with Canada will be determination of the destiny of Labrador, now owned by Newfoundland. The province of Quebec is especially interested in the development of that territory which adjoins her on the east and north, especially the northern area of Labrador known generally as Ungava.

In this region are rich iron ore deposits. An aggregation of Quebec capitalists headed by the wealthy Simard interests have recently got a bill through the Senate incorporating the Quebec, North Shore and Labrador Railway for $2,000,000. This line is designed to tap the huge iron ore deposits estimated roughly to contain a minimum of some 300,000,000 tons of the richest iron ore known.

The new railway would run north from the St. Lawrence river between Riviere Marguerite and Riviere Moisie to the southern boundary of Labrador, thence through Labrador to its northern boundary near Ruth Lake "providing", says the bill, "that authority be obtained from Newfoundland for the construction and operation of this section of the railway," thence, northwesterly to a suitable port on Ungava Bay.

It may be recalled that in 1927, Canada attempted to claim sovereignty over Labrador, asserting that Newfoundland's ownership extended only to the narrow coastal strip, and adjacent fishing rights. The dispute went to the judicial committee of the Privy Council which ruled in favor of Newfoundland. The decision was that Newfoundland owned all of Labrador to the height of land from which rivers flow eastward and southward into the Atlantic or the St. Lawrence. The result was that Newfoundland got a big square which juts out westward into northeastern Quebec. The railway will have to cross this projection.

The Newfoundland delegates have already given interviews saying Labrador must always be a part of Newfoundland; no one else can have it. No question has arisen concerning the ownership rights of Newfoundland over Labrador. But the question of incorporating both Newfoundland and Labrador into Canada may be a matter of speculation from an administrative standpoint.

To Curb Expenditure

The Auditor-General has suggested a plan for improving control over Dominion Government expenditures. The Federal budget, which this year involves the raising of $2.5 billions of taxpayers' money and the spending of almost as much, by long odds constitutes the biggest business of this country. Long before this Ottawa's handling of these vast sums of public money should have been made to conform to the standards of modern business. Instead, accounts have been badly jumbled and too often expenditures have been rushed through in the last days of Parliament with little appreciation of the substantial amounts involved or of the exact purpose for which they were asked.

For years the public has been led to believe that the operations of our postal system have been highly profitable. Mr. Sellar is sceptical. The accounts are not clear and operations of several departments are jumbled together. The Post Office carried 28 million pieces of first-class mail and 100 tons of third-class matter free for other departments under franking privileges. Had proper postage been paid on that there would have been $1.5 millions in additional revenue.

Mr. Sellar cited another set of evils. Certain Crown Companies, Mr. Sellar charged, were being carried at ridiculous valuations, both as to plant and inventories. Not nearly enough had been written off in depreciation and for uncollectible accounts. The accounts of Crown Companies, as the Auditor-General pointed out, should be set up in such a way that parliament and the public could get a "true picture" of their condition. And to make that picture still plainer Mr. Sellar believed that both Federal and Provincial governments should pay municipal taxes on property.

Food Ration In Great Britain

The United Kingdom Information Office has published a complete statement of food rations in Great Britain which should bring home forcefully to Canadians the fact that our tables are luxuriously laden. Despite bad weather which may reduce our food supplies somewhat, we are in an enviable position. We need coupons for sugar only; the British have to produce the little stamps for two dozen items.

The basic ration per individual for one week includes: 27 cents worth of meat (20 cents, it is explained, buys about three quarters of a pound of rolled beef) two ounces of bacon and ham; seven ounces of fats (one ounce of cooking fats plus an average of three ounces each of butter and margarine); eight ounces of sugar; two ounces of domestic cheese; two and a half ounces of tea (for adults only); four ounces of preserves or an equal weight of additional sugar; four ounces of candy and chocolates; three pints of milk; one egg, on the average, depending upon local allocations; four pounds of bread or instead of the bread three pounds of flour or 4 1-2 pounds of cake.

In addition to this basic ration other foods may be purchased on a "points" basis. Each individual receives 32 points every four weeks. How far these go may be judged by the number of points the purchaser is required to yield for these goods. For a pound of canned meat, 165 to 32 points, according to quality; for a pound of canned salmon, eight to 32 points, likewise according to quality; a pound of canned sardines, 10 points; eight ounces of canned fruit, five points; a pound of canned tomatoes, eight points; a pound of canned spaghetti or macaroni, four; half a pound of breakfast cereal, four; a package of dried eggs, equal to a dozen eggs, eight; a pound of chocolate cookies, 16, or unsweetened cookies, six; a pound of imported cheese, four; 16 ounces of unsweetened condensed milk, two.

In various foods there are special extra allowances for expectant mothers and mothers of children under one year old; for children, adolescents and certain manual workers. Then there are unrationed foods such as poultry, game, fresh fruits and vegetables, but prices of these are comparatively high, particularly in towns, and supplies are not plentiful. Fresh fish is said to be abundant; potatoes less so.

— EDITORIAL NOTES —

The horrors of war are being replaced by the horrors of peace. Alarm clocks are again becoming available.

* * * *

There is this about the numerous and widespread reports of flying luminous objects, if the estimated speeds are correct it would be quite possible that all the observers are seeing the one object.

* * * *

The Paris conference of European nations deciding whether or not to accept American aid is rather like desert travellers wondering whether the oasis they see is really a mirage to be resolutely ignored.

* * * *

Who is in command of a tandem bicycle? This vital question came before a magistrate's court in Melksham, England, but remains undecided. The two airmen who were riding it paid half the fine each.

* * * *

The two well-known citizens of Summerside, Dr. Gunn and Mr. Roland Philippson started something when they reported in *The Guardian* their discovery of the "Flying Saucers". From West to East, North to South controversy has arisen over their discovery.

* * * *

Hon. William Hughes celebrated his 59th birthday Thursday and was felicitated by, among others, *Montreal Gazette*. But like his general conduct in the Legislature, he did not make much noise about it locally.

* * * *

Prof. A. H. S. Gillson has been appointed dean of the faculty of arts and science, replacing Dr. Cyrus Macmillan, who recently retired. Prof. Gillson, who went to McGill in 1921, as associate professor of mathematics, was formerly vice-principal at Dawson College.

* * * *

It was ever thus—farmers the world over object to interference wtih natural laws and practices. Because of protests, Summer Time has been abolished throughout the British and other zones of Germany. "Our farmers," says *The Scotsman*, "should send a deputation to study the German technique and apply it to the Scottish zone of Great Britain."

* * * *

Smart at low cost. Canadian women are as well dressed as women in the United States and at a lower cost, Abe Zavalkoff, administrator of women's, misses' and children's wear of the Wartime Prices and Trade Board, Montreal, told a gathering in the Royal York Hotel in paying tribute to Canadian fashion designers and manufacturers. "When it comes to style, workmanship, price and quality, Canadian dressmakers don't have to take a second place to dressmakers anywhere else in the world," Mr. Zavalkoff said. He held that women's wear, manufactured in Canada, was now well established in the export market.

* * * *

Three great Leas who helped considerably to put this Province on the map of distinction have now gone hence to their final reward, viz. Premier Walter, Engineer Richard and Engineer William. The first named left his imprint on agriculture and politics in our midst, the other two on engineering enterprises all over the world. It may be recalled that William was a great friend of the late Hon. J. A. Mathieson, who sought his technical advice on several provincial enterprises including the appointment of Dr. H. H. Shaw as Provincial engineer at a time when there was a tremendous amount of work road-making and bridge-building to be undertaken. "The man for the job," wrote Mr. Lea, "is our friend Herb. Shaw." And he was, as usual, right.

* * * *

Percy Byssbe Shelley, English poet, died this date 1822; had a stormy youth and was expelled from Oxford for a pamphlet on atheism. Eloped with a publican's daughter with whom he toured the continent; afterwards returned to England actively engaging in political and philanthropical undertakings; in 1814 he fell in love with May Goodwin, and eloped with her to the continent. Thereafter he wandered about southern Europe, and composed his greatest poems; in 1818 he published *Prometheus Unbound*, the finest lyrical drama in European literature; he was drowned while bathing in the Gulf of Shezia. His work is inspired by an ardent love of humanity, and an unconquerable faith in the spiritual destiny of the race, and contains the most purely and intensely lyrical poetry of all English literature:

To suffer woes which Hope thinks infinite;
To forgive wrongs darker than death or night;
To defy Power, which seems omnipotent;
To love and bear; to hope till Hope creates
From its own wreck the thing it contemplates;
Neither to change, nor falter, nor repent;
This, like thy glory, Titan, is to be
Good, great and joyous, beautiful and free;
This is alone Life, Joy, Empire and Victory!

Notes By the Way

Guildford Cathedral, whose unfinished brick immensity was well known to thousands of Canadian soldiers stationed about that Surrey town during the war, is to have a Canadian chapel, The Ottawa Citizen reports.

Probably the gentlemen at Ottawa who issue statements about current price trends are all dentists turned economists. Certainly they show almost professional skill at using phrases like, "this won't hurt much", in almost complete disregard of the suffering that lies ahead for the patient. — Prince Albert Herald.

The example of France, where cabinets fall and rise again with monotonous regularity, shows what can happen when there is no particular stability. Some may argue that we have leaned too far in the opposite direction; but it is the much more preferable course. — Cornwall Standard-Freeholder.

There is a healthy reaffirmation of the democratic ideal in the election of a Canadian of East Indian extraction, Baghat Singh, to be president of the Students' Council of Victoria High School for the coming school year. The lad who has been voted into office by his schoolmates with an overwhelming majority has been outstanding as an athlete in track and basketball competition, he stands well in his classes, is personally popular among the students. — Victoria Times.

From Tavistock we learn to our dismay that the village blacksmith is a figure of the past and that in Zora and South Easthope townships heavy horses are going shoeless for want of a blacksmith to shoe them. Once there were five smithies in Tavistock; today there are none. Much the same state of affairs exists in Middlesex. Most farmers today possess tractors, very few are using heavy horses, and those who do have difficulty in keeping them shod. — London (Ont.) Free Press.

Being a grown-up nation, we should act like one. In too many particulars, we are not doing so. Chiefly we are falling in our tendency for growing dependence on our governments for the things we should ourselves be providing. We are in danger of developing an obsession for "security." The people of this country should be ambitious and virile, glorying in their ability to go ahead under their own power to limitless goals. They certainly should not be scheming to find means whereby they can live on a benevolent bureaucracy. — Windsor Star.

The advice of a Boston University professor that all members of a family should be thoroughly acquainted with the family's financial situation and that the person most qualified to handle the income should take charge of the family budget is something to be considered in these days of high prices. Spreading the family income where it will do the most good is a great task with goods at the inflated values prevalent today and, with the threat of a sales tax hanging overhead, it could become even more so. The wage earner's income is truly a matter of family co-operation these days. — Boston Post.

A very old and widespread form of exorcism was practised by the parents of a child who, as stated to the Trowbridge magistrates, burned salt over him to stop his hysterical crying which they attributed to witchcraft. For salt has long been regarded in popular tradition as distasteful to witches and warlocks, who, according to one old writer, "like their master, the Devil, abhor salt as the emblem of immortality." Housewives used to throw a handful of salt on top of their cooking pots to keep witches and goblins from spoiling the contents, and when carrying food from house to house it was customary to sprinkle salt on the package to save it from enchantment or theft. Similar superstitions still prevail in many far sundered places, among civilized and savage races alike. —Manchester Guardian.

A husband is a fine clothes critic, thinks The Calgary Albertan. He doesn't give a hoot whether a suit has "the new sleeves" or the "fashionable silhouette." All he knows is whether what the little woman tries on is becoming or not. Without wasting words he says "That's swell" or "That's terrible." And his judgment is almost always right. He may not know clothes, but he knows when a woman looks well in what she is wearing. But instead of using their husbands' clothes criticism constructively — by asking their advice before they buy—most women buy their clothes first and then say, "How do you like it?" Then their feelings are hurt if a new hat or dress doesn't get their husbands' vote of confidence and approval.

What happens to good little airline stewardesses? asks The New York Herald Tribune. They get married. And too quickly, United Air Lines said in New York, as the line issued another appeal for girls to become stewardesses. The company said its girls stay only an average of 18 months before they leave to get married. Girls must have a year of college and a year of business experience; or two years of college; or hold a registered nurse certificate. They must be between 21 and 26; between five feet two inches and five feet seven inches; weigh a maximum of 135 pounds. "The poundage must be distributed proportionately," the line said, wondering why stewardesses get married so quickly.

PUBLIC FORUM

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

FLYING SAUCERS EXPLAINED

Sir,—After viewing one of the so-called flying saucers, I am of the opinion that they are a new device of offensive warfare, that in their present state they are not charged or loaded with explosives. This will wait on the outbreak of war. They are power driven—as can be easily seen to the unaided eye.

It may be recalled that small rockets landed in Sweden and Finland last year, which were proven to have come from the part of Germany occupied by Russians.

Russia will get full reports from U. S. and Canada as to distance and area where they have been seen. This, doubtless is as planned. After this is fully understood, they will be charged or loaded with a new high explosive. Let the nations take note.

I am, Sir, etc.
COUNTRY DOCTOR.

Vacations With Pay

(Ottawa Journal)

A Board of Conciliation dealing with a dispute between Canadian railways and the Brotherhood of Locomotive Engineers recommends vacations with pay for employees with at least five years service. Supporting this recommendation, the Board says it should be judged in the light of what is "prevalent industrial practice" and what is "coming to be regarded as desirable social policy."

We think the Board of Conciliation's recommendation right, and supported by the right reason. No worker should be asked to work twelve months of the year without a break for rest and recreation, this for humane reasons, and also on grounds of efficiency. It should be the wish of the capitalist system to make this possible—to show that it is capable of making it possible.

Whether Canadian railways, in their existing economic position, are capable of making it possible, is of course another matter. On that point, the Board of Conciliation says:

"The board is not... unmindful of the fact that an application is presently pending before the Board of Transport Commissioners for increased freight rates and suggests that the recommendations herein contained be brought to the attention of that Board."

The Canadian public have an understandable wish for the lowest possible freight rates. They have no right to freight rates which will not enable Canadian railways to do two things: (1) secure such earnings as will enable them to operate efficiently and secure a fair return on their capital, and (2) treat their employees justly.

Military Service Exemption List Remains Unchanged

Recent amendments to K. R. (Can.)—the Army's bible—reveal that there is to be no change in the list of persons "exempt from military service in the Canadian Army."

As prior to and during World War II, the following are entitled to exemption:

Members of the King's Privy Council for Canada; judges of the courts of justice; members of the executive councils of provinces; deputy ministers of the Government of Canada and deputy ministers of provincial governments; clergy and ministers of all denominations; telegraph clerks in actual employment; officers and clerks regularly employed in the collection of the revenue, and wardens and officers of all public prisons and lunatic asylums.

Other exempted persons are personnel of the Royal Canadian Navy or the Royal Air Force or the Reserves thereof; members of a police force or fire brigade permanently employed as such; professors in colleges and universities, and teachers in religious orders; persons disabled by bodily or mental infirmity; the only son of a widow, being her only support; pilots and apprentice pilots during the season of navigation; and persons who, from the doctrines of their religion, are averse to bearing arms or rendering personal military service, under such conditions as are prescribed by the Governor-in-Council.

SUCCULENT DISH

WINNIPEG —(CP)—Maybe Mrs. J.H. Smith did win $1,000 in the "National dish for Alberta" competition with a grilled beefsteak but Resources Minister J.S. McDermid of Manitoba says he will stack Lake Winnipeg goldeye, fresh or smoked, against any menu course and other province of Canada can produce.

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The New Car Ferry

(Moncton Times)

The maintenance of a sustaining transportation service over the Northumberland Strait to link Prince Edward Island with the Maritime mainland has always been something of a problem, in greater or lesser degree, ever since the insular Province entered Confederation 74 years ago. The loss at sea, in 1941, of the largest and most palatial of the car ferries ever to operate on the Island route, the "Charlottetown", created the most serious situation in this service for many years but the lengthy period of emergency operation by the 30-year-old ice-breaking ferry "Prince Edward Island" is now nearing an end.

It is a great relief to the Island Province and the mainland Maritimes to see completed and christened the new ferry "Abegweit", a ceremony which took place on Saturday at the Sorel, Quebec, shipyards. For some time, in Parliament and in the Press, considerable reports have been given about this new ship and the progress with its construction. Now, with practically only the trial trips to be made to test its engineering and navigable equipment, it is expected that it will be ready to ply the route between Cape Tormentine and Borden toward the latter part of next month.

The "Abegweit," by all accounts is something new in ships, something bigger and better and stronger than any other vessel that has operated in this service It is a ship of the most up-to-date design, a welded vessel and propelled by very powerful diesel-electric equipment. It is a ship of 7,000 tons, is 348 feet long, with a 69 foot beam and has four propellors. The method of ice-breaking during winter voyages is in sharp contrast to that previously followed when the ship rammed the ice in order to break it. The "Abegweit" is built with a veritable power plant amidships that operates the four propellors, two astern for driving the ship and two forward to be used mainly for manoeuvring and ice chopping. In transport capacity it will be able to carry 90 automobiles, 19 railway cars and 960 passengers, while it has an approximate speed of 18 knots.

An entirley all-Canadian production in design as well as manufacture, the "Abegweit" reveals Canadian ingenuity not heretofore featured in shipbuilding in the Dominion and outstanding among which are: biggest all-welded vessel ever built in Canada; heaviest ship ever built in the Dominion in terms of out-of-water tonnage; biggest ship yet launched from the largest marine railway in the world; most modern icebreaker ever built.

PROSPEROUS YEAR

MONTREAL, —(C P)— Finance Director Roberge said that for the fiscal year ended April 30, the city revenues reached the record total of $64,291,424.82—exceeding expenditures by $4,881,913.20. The surplus was the greatest ever recorded, and the city may appropriate in whole or in part as revenue of the fiscal year 1947-48 a surplus of $5,474,407.07.

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The Poets Corner

WAVES

Waves go over the water
In rhythmic rows of hills and hollows,
Scallop and curve and crested foam
While a fair wind follows.

Waves go over the wheatfield
In airy gusts, the gold heads swaying,
Dipping, bowing to unseen hands
Of the light breeze playing.

Waves go over the sand-dune,
Stealthily creeping, slyly shifting;
Grasses droop at the soft advance
Of this endless sifting.

Waves are caught in the snow-bank,
Meshed, immobile, their frozen motion
A delicate drift of curves and curls
On a still, white ocean.

Elizabeth K. Campbell.

Old Charlottetown

(And P.E.I.)

FIRST PATRIOTIC FUND

Although the National Patriotic Fund meeting in the City Council Chamber last evening was not as large as it should have been, still it was a representative one. His Worship Mayor Warburton presided, and His Honour Lieutenant Governor McIntyre occupied a seat on the platform. Among those present were His Lordship Bishop McDonald, Rev. Jas. Simpson, Chief Justice Sullivan, Judge Warburton, Judge Reddin, Premier Farquharson, Attorney General McKinnon, Colonel Moore, F. de St. C. Breckenden, Dr. J. T. Jenkins, Dr. Beer, George E. Hughes, Supt. Sharp, W. A. Weeks, Coun. Crabbe, Thomas May, Aeneas McDonald, W. F. Carter, S. F. Hodgson, G. W. Wakeford, representatives of the press and a number of others.

His Worship the Mayor explained the object of the meeting, namely to open a subscription list for the National Patriotic Fund of Canada. The objects of this fund, His Worship said were as follows:

1. For the benefit of the widows, orphans, and other dependents of officers and men of the military forces of Canada who may unfortunately lose their lives in, or in connection with, the war operations in South Africa.

2. For the benefit of the soldiers themselves or employees of the Canadian Government attached to the contingent in South Africa who may have been disabled by wounds or sickness, etc.

3. For the benefit of the wives and children and dependents, separated at home from husbands and fathers and guardians by the exigencies of the campaign.

After discussion, and on motion of Mr. Hughes, the following executive committee was appointed to represent the different wards: Messrs. Chas. Lyons, W. A. Weeks, W. F. Carter, P. Blake, and Chas. C. Gardiner.

—Guardian files, Feb. 2, 1900.

Central Bus Lines

Thursday trip through Kelly's Cross and Lot 65 to Charlottetown is hereby cancelled.

In future on Thursday the bus will leave Stanchel Corner at 9 A. M. for Summerside and will leave on return at 4 p.m.

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Charles A. Dunning ..	9 a.m.	1 p.m.	5 p.m.
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Charles A. Dunning ...	7 a.m.	11 a.m.	3 p.m.
Prince Nova	9 a.m.	1 p.m.	5 p.m.

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