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 "The Strongest Memory is Weaker Than the Weakest Ink."  
 SATURDAY, JULY 13, 1946

**Action Badly Needed**

A redeeming feature of our transportation situation is the good news, announced in today's issue, that the S.S. *Charles A. Dunning* (formerly the *Sankaty*) is going immediately on the Wood Islands-Caribou route. This boat in addition to the *Prince Nova* will provide a greatly improved service during the busy tourist season. The problem of our Borden ferry service, however, remains unsolved. We might as well give up hope of seeing the S.S. *Abegweit* until next summer.

Messrs. Douglas and MacNaught are to be commended on going to Sorel and seeing for themselves the condition at the car ferry shipyards. This Province is sick and tired of misleading Government statements on the subject. Our representatives are at Ottawa to protect our interests, not to provide alibis for the party in power. It is an encouraging sign of the times that two of our Liberal members should refuse longer to keep silent on a matter of such vital concern to their constituents. Now that we know where we are at, there can be no excuse for failure to make prompt and thorough plans to meet the transportation congestion we are almost certain to be faced with this coming fall and winter. That means united action on the part of all concerned.

How can this action best be assured? The Provincial Government should have the answer to that question. At considerable expense, there was prepared and tabled in the Legislature last session an interim report by the P.E.I. Advisory Committee on Reconstruction. One section of this report dealt with the findings of the Transportation sub-committee. The first and foremost recommendation of this committee was in the following terms:

"1. That a permanent Committee of not over five be appointed to whom Boards of Trade, shippers and others would make their recommendations regarding any necessary changes and improvements in transportation matters, and which Committee would deal with such matters and refer same to, and be responsible to, the Provincial Government. We further recommend that such Committee be recognized as a responsible body organized under the Provincial Government to deal with various matters. In other words, this Committee would act provincially, somewhat in the same way that the Maritime Transportation Commission acts for the three Maritime Provinces. At the present time various recommendations are made from a number of different sources to different authorities dealing with transportation matters and, as a result, there does not appear to be any definite co-ordinated effort. This Committee should be obliged to make a study of all transportation matters to and from and within the Province of Prince Edward Island in order to be conversant with all sectional problems. It should also collect and keep on file transportation data."

This report was presented to the Government in July, 1945, and tabled in the House last March. What steps, if any, have been made to form a permanent Transportation Committee after all these months? There is no question but that we need such an organization very badly now.

Incidentally, the second recommendation of the Advisory Reconstruction Committee was that "automobile ferries be provided immediately for the Borden-Tormentine route to handle automobiles, trucks, and buses, in a continuous, expeditious and modern manner." Have we made any progress in this direction since the House last met? Even one such boat would be a welcome addition to the Borden ferry service today.

Obviously the best-laid plans and recommendations are worthless unless translated into action. Action is what we must have now! Even if the Legislature has to be called into special session, let us for goodness sake get down to business and take definite and immediate steps to safeguard our vital transportation link at Borden during the coming critical months.

**The Truck Rate Issue**

The Board of Transport Commissioners is scheduled to meet here on July 17, to hear the complaint of the Summerside Board of Trade with regard to the truck rates charged on the Borden-Tormentine ferry. This has been a long-standing grievance on the part of Island shippers. It was cited in the interim report of the P.E.I. Advisory Reconstruction Committee tabled at the last session of the Legislature, as well as in the representations made by the Charlottetown Board of Trade to the Rowell-Sirois Commission back in 1938. On that occasion the Board complained that the truck rates charged by the railway were so prohibitive that the traffic was "completely strangled"; and Commissioner J. W. Dufour remarked sympathetically: "They don't want truck competition. This is a place where they can prevent it. On the mainland they can't, though I think they would like to."

The attitude of the railway authorities has varied little, if any, from the blunt stand taken by C.N.R. Vice-President Alistair Fraser when

he wrote, twelve years ago, to the then Premier of this Province: "We as a railroad cannot afford to overlook the fact that in reality every automobile we handle on the ferry is in competition with our own rail route." That, of course, is an attitude which Prince Edward Islanders find intolerable.

Nor do we consider that railway officials have any right to express an opinion one way or another on this subject. It is a matter between us and the Dominion Government. The operating accounts of the car ferry are maintained separately from railway accounts; the operating deficits are provided for by direct Dominion appropriations, out of the Consolidated Revenue Fund; and since 1942 the investment accounts of the ferry service have also been separated from railway investment accounts. All this implies recognition by the Dominion of direct responsibility under the terms of Confederation to provide adequate transportation service to and from this Province regardless of cost.

What does this obligation involve? Our position was clearly stated by Premier Jones in his brief presented last August at the Dominion-Provincial Conference. "When in 1873 a contract was made for Confederation with Canada," he said, "it included a unique clause stating that continuous and adequate communication with the mainland should be maintained. The intention was to make mainland connections up to date. If the agreement had been consummated in 1945 instead of 1873, it would have included adequate communications for railway cars, trucks, buses and automobiles by ferries located in at least two points on Prince Edward Island and probably communication by air for mail and passenger travel; or else we would have remained out of Confederation."

Under the British North America Act, sec. 91, Parliament has exclusive authority over all matters coming within a certain class of subjects including (sub sec. 13) "Ferries between a Province and any British or Foreign Country or between two Provinces." Quoting this provision at the Ottawa Conference Premier Jones said: "I have shown that ferries for truck and bus-carriage (on the Borden-Tormentine route) have hardly been considered, and where it was possible to ferry them, excessive prohibitive charges were made. Equitable treatment should carry them free of charge, or almost so. Ferries should be national highways under the terms upon which we entered Confederation."

That is our case in a nutshell. And it is difficult in the circumstances to see what the Board of Transport Commissioners can do about it. They are not the Parliament of Canada. The matter would seem to be entirely outside their jurisdiction. They may hear evidence on the narrower points of operating costs, comparative rate structures, etc., but that would only be begging the question. We do not know what points the Summerside Board of Trade intend to raise, but from the provincial standpoint there is only one issue involved. That could be met by the Provincial Government lodging protest against the Commission sitting on this case at all.

**Notes By The Way**

Up at Fort Frances, Ont., they are building a road to a place called Despair. We thought the path to that place was well worn already. —Peterborough Examiner.

When this country was discovered the Indians were running it with no debt, no taxes, no coupons, and the women did all the work. Who are you? —Toronto Record since then has been one of rapid deterioration. —Peterborough Examiner.

In our grandfathers' time it was regarded as a disgrace to be "on the parish"—that is, in receipt of charity. We are all on the parish now, whether we like it or not, but matters are so cleverly arranged that we receive the benefit but all of the trouble and irritation of an unwanted dole. Why doesn't the Old Age Pensioners' Association get the whole population over 65? —Peterborough Examiner.

The tremendous expansion in the production of oilcake and oilcake meal which occurred during the war years as a result of the wartime expansion of the oilseed crushing industry has continued up to the end of 1945. Although the crushing industry has increased with the expansion of the Canadian crushing capacity, the demand for oilcake meal in excess of supply and even now the products are in many instances practically unobtainable. —Farm Government Bulletin.

Four reasonably (sic) honest fishermen dropped their nets along a northern Ontario road, in the trunk of the car lay 17 pickers, still in death beside the pickers. The fisherman thought of game for this was early June and the bass season was not yet. Suddenly as they rounded a curve, a man with a flag stepped from the bushes along the roadside. The four fishermen thought of game wardens, and of their loved ones, and of walls and iron bars. The driver accelerated and the car shot down the road. The second later came the sound of a dull explosion. They looked back. The road they had just traveled was a wall of fire. Climbing lazily into the upper air. They gazed at each other with wild eyes. The car was covered with uniforms. Department of Highways employees do not. —The Printed Word.

About a year from now if things go according to plan, astronomers gazing through the greatest of all telescopes will be able to see about eight times as much "universe" as is now visible to star gazers. For the Summer of 1947, it is hoped the \$6,000,000 super-telescope will be in position at the Mount Palomar Observatory near Los Angeles. With the Palomar telescope astronomers will be able to look 6,000,000,000,000,000,000,000 miles into the skies from a vantage point 5,800 feet above sea level. —Brantford Expositor.

Two strange examples have been brought to me of dogs crying in obvious grief on the eve of the death of their master, and as explanation of this strange behavior involved. Such an explanation carries us no further; but it is as good as any I can give. Perhaps perhaps wild birds and dogs about others, possess senses utterly unknown to us. I have seen a dog in a house, known to me, and who occurred at a Norfolk farm. An invalid listened with deep joy to a girl through the window, and close to the bedroom window. On the morning of the woman's death he was found sitting on the floor under the favorite perch. —London Spectator.

"The brain must have rest. It's like a telephone exchange with five times as many telephone calls as there are people in the whole of the world. Your brain consists of ten thousand million cells, and there are ten million wires with a wire running from it to carry the current." As we write, those telephone wires are humming with messages to and from the brain. When the brain is overworked, the messages are muddled. It may tell you that nine eights are sixty-four. You may see a tree and not hear what the speaker is saying to you. Your mental batteries are run down. The brain is switched off so that they can charge up again and it's sleep that switches them off, not doze. —Radio.

The logical solution of the present-day problem is, in my opinion, to suspend from the Canadian border, dropping into the Strait of Georgia. There it hangs, as truly a part of the United States as Emporia, Kans. and yet reached by and only by passing through Canadian territory, says The Christian Science Monitor. Across the blue waters to the east, the outline of the coast of Washington. Logically it should be, as it is geographically, a part of the British Columbia mainland. Customs officers are described as law enforcers, but not "stuffy". A resident from Point Roberts may do his trading in the States at Blaine or Bellingham, Wash., but he must drive straight back with his purchase and not stop on the way. Point Roberts has a history that goes back to the Spaniards who mistaking it for an island called it "Isle de Despair". Capt. George Vancouver honored it by naming it for Capt. Humphrey Roberts, master before him of H.M.S. Discovery.

MILDENHALL, England. — (CP) Thirty-three pieces of Roman silver made between A.D. 30 and 40 and all in excellent condition, were turned up by a plow in a field near here.

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**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.

**"WHAT OF THE NIGHT?" XIII**

Sir,—The extent to which the Government is exploiting the sale of liquor under the pretence of being required for medicinal use can be seen from a return made by the Government itself which was published during the last session of the Legislature. During nine months of 1945, from January to September, sales of medicinal use amounted to \$178,727.91. This was at an annual rate of \$813,722.65. This figure was published during the month of October and November. The amount sold was \$767,872.91. This was at an annual rate of \$1,072,367.64. Thus immediately after the first of the year the Government had increased liquor sales within two months, of 32 per cent over the rate of sale during the first nine months of the year.

But although the Act was supposed to come into effect on 1st October, the Government had not really then commenced its cherished cure for "chronic" cases of illness. The Government's system of medicinal use was not really started until the first of November. The physicians' prescriptions which were issued between October 1st and December 1st were all of the style of those which were to be used for acute cases of illness. The real remedy designed by Bill No. 39, began. From then onward none of the previous sort of prescriptions appears to have been issued. At the end of December the Government's "patients" whom the Government was attempting to cure by its temporary or "pure liquor" treatment had become changed over into chronic invalids. Obviously, the illness of all of them had become permanent. The Government was expected to have a number of patients in its treatment, but those who took the treatment numbered 15,262. The number of prescriptions issued during the three months following December 1st, 1945.

The return shows too, that during but two of these three months (November and December, 1945), the sales amounted to \$288,297.39. This was at an annual rate of \$1,153,190.56. The amount of sales had increased over the rate during the first nine months of 1945 by 112 per cent; in other words the rate of sale had more than doubled.

So before the supposed Act (Bill No. 39) into effect, the annual rate of sale during the first nine months of 1945 was \$813,722.65, but when the Government's policy was put into effect, the curing of invalids by selling their liquor without the sick pay effect, the number of patients upon the Government's patients themselves and upon their yet unborn offspring and the extent of the effects will be revealed. The number of years hence, and then perhaps only to persons qualified to discover them. The effects will be there, but only the eye of the trained observer will be able to read the indelible record of the result of the Government's poisoning of the future children of the fifteen thousand patients to whom the Government is today selling intoxicants.

In very truth we are today "giving our sons to harlots and selling our daughters for wine." No previous record can compare with the present record of the Government's sale of intoxicants. One sixth of the population, or over 15,000 of the flower of our manhood and womanhood, daily pour into their bloodstreams to the amount of two million dollars worth a year, in utter indifference to the welfare of themselves, and to welfare of the children they will produce.

Two thousand years ago another prophet was issued, and a proclamation of a different sort. It was a Royal Proclamation of the rights of little children. The Just One of the Earth, the Son of the Most High Judge Himself, pronounced condemnation against any violation of the rights of little children by declaring that were better for anyone that a millstone were hanged about his neck and he cast into the sea than that he should offend one of these little ones.

More than fifteen thousand men, of marriageable age, means possibly 15,000 families. Can we think of our future without a shudder when we contemplate the extent of the destructive agency of alcoholic poisoning which is even being loosed and having its effect upon these families and their offspring? Can we hold our peace while the future of the Province is being destroyed even as we remain silent?

Of all the curses that might visit mankind, the greatest and the most terrible are those that he might issue out of the mouths of our own children. Yet the record has been written, by those who do not believe of the fearful penalties which are imposed upon offspring by reason of parental in-

**The Poet's Corner**

**"THE ATOM"**

The atom has been shattered, and its force unleashed for Armageddon, now that man turns its fierce radiance from its primal source.

In flaming suns, obedient to the Plan, Which is the key of every living form.

The atom's moving pattern is the norm Of all that is creative, not for base Annihilation of the world of men. If in his spiral upward, man would seek Celestial power to heal this planet—then His bright divinity would reach this peak.

Man treads the path of power that leads to death. Follow directions carefully and you will be amazed at the results.

Price 60c Bottle.

A Dust Disinfectant for Wheat, Oats, Barley, One pound treats 32 bushels. Get our pound today. It pays to use Ceresan.

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