

THE GUARDIAN

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

CHARLOTTETOWN, SATURDAY, APRIL 10, 1948

Irritating Misnomer

The Winnipeg Free Press and other western newspapers have an annoying habit, in discussing the freight rates question, of miscalling the two big Central Provinces the "east" and thereby confusing the whole issue. For example the Free Press complains that "in the west, where there is no water, rail or road competition the full amounts authorized by the Transportation Board. In the east, on the plea of competition, the railways generally have not charged the standard or maximum rates. Therefore, the discrimination in these maximum rates does not begin to tell the full story. The spread between the rates actually charged in the east and in the west is much greater as the evidence submitted to the Commission in the present case proved."

If this is the way the Western Provinces presented their case, it is no wonder the Transportation Commissioners got their wires crossed. The habit of ignoring the Maritime Provinces as if they didn't exist in the geography of Canada originated with our Quebec and Ontario neighbors and has been exploited by them ever since Confederation. It is pure propaganda. There are but three eastern Provinces—the Maritimes—and, like the West, we are the victims not the exploiters in the freight rates grab. So far as Prince Edward Island is concerned we are the most victimized Province of all, and for the reasons—doubly operative here—so strongly emphasized in the Free Press comment above quoted.

The West Point Service

From an item quoted in yesterday's Guardian, from our files of 1889, it will be seen that efforts were being made at that time to supply a train ferry service between Buctouche, N.B., and Cape Wolfe, P.E.I., which with the later addition of the Borden ferry service, would have provided of inestimable advantage to the people of Western Prince County, as well as of the Maritimes generally. For some reason the scheme fell through, and therein lies the object lesson for us today. The plans for a West Point-Buctouche ferry service now proposed have received the unanimous indorsement of the Provincial Legislature and of all our members of Parliament, as well as of the New Brunswick members and public generally. It should now be pressed to a satisfactory conclusion. If for any reason this is not done, it may be another half-century before public interest can again be aroused, which under present uncertain conditions is taking a long gamble indeed.

To the arguments advanced in favor of the need of this ferry service—such as the provision of ready access to nearby agricultural markets, the fostering of increased trade between the two Provinces, the shortening of the route for transportation of supplies both ways, the promotion of tourist traffic, relief of the present congested freight traffic situation at certain seasons, etc.—we may now add another very important one namely, the exorbitant increase in railway freight rates granted by the Transportation Commission and allowed by the Dominion Government, which imposes on this Province the necessity of building up a competitive truck service to and from the mainland at the earliest opportunity. With two large ferries available to be purchased for the West Point service, the work of terminal construction on this side, and of dredging operations of a minor nature on the other, would place us in a greatly improved position so far as truck transportation is concerned. This is a matter of importance to the whole Island, and it should be so presented before the Maritime Commission and the Dominion Government.

Parliamentarians And Communists

The position of the leaders of the House of Commons with regard to Communism was clearly expressed a few days ago by Prime Minister Mackenzie King, Mr. Bracken, Mr. Coldwell and Mr. Solon Low. No political group of any stature in Canada, whether of the right, the centre or the left, will have any truck with the followers of Stalin.

Mr. Coldwell was especially determined to keep his party free from Communist influence. Mr. Low, as one might expect from the leader of the Social Credit group, was inclined to be overwhelmed by the perils confronting the nation. Mr. Bracken declared that "the best defence at home is to see that our communities are served better than Communism can serve their people."

Of more significance was Mr. King's reference to the Government's experience with Communist spies in February 1946. Mr. King sought to justify, retrospectively, the measures then taken. "At this moment," he said, "I do not forget that my colleague, Mr. St. Laurent, was taken pretty severely to task because it was alleged that, in authorizing the steps necessary, he was interfering with individual liberty. . . . I do not forget . . . that we on this side have since heard more about our alleged interference with individual rights and human liberties than about almost anything else, because of the action we took to suppress Communism."

This statement provokes the following commentary from a Western Liberal exchange: "It is good to know that the Government has

'heard' about what happened at Ottawa in February 1946. And Mr. King errs gravely if he thinks that the criticism which thus arose was concerned with Communism. The 'individual rights and human liberties' which were suppressed by the Government in 1946 were the rights of all Canadians, including those of Mr. King and Mr. St. Laurent. Had the Government proceeded in the proper way, as it should have done, the persons convicted in open court of treason, sedition or of revealing 'official secrets' could have been adequately dealt with by deportation, fine, imprisonment or all three. Nobody is pleading for law breakers. But what Mr. King forgets is that his Government persecuted innocent persons. He forgets that nine out of the eighteen persons thus treated, upon being brought to trial, were acquitted."

EDITORIAL NOTES

Tomorrow, 2nd Sunday after Easter.

Extending until July, 1949, the policy of government paid freight on eastbound feed grains gives our local government a year's grace in which to find a permanent solution to the problem of bringing in feed at reasonable cost.

Supplying our share of foodstuffs to ERP countries will require maximum farm production in the Maritimes. The government should take steps to assure farmers that production will be profitable in spite of freight rate increases.

The American Ninth Army, this date 1945 captured Hanover and cut a motor road to Brunswick, while the Canadians in Holland captured Deventer. Mr. Churchill announced the Empire's losses to the end of February were 1,126,802, the killed numbering 306,984.

George Canning, British statesman, born tomorrow's date 1770. Was Prime Minister in 1827; one of the most brilliant and witty orators of his time: "I called the New World into existence to redress the balance of the Old." (The King's Message, Dec. 12, 1826). "When our perils are past, shall our gratitude sleep? No,—here's to the pilot that weathered the storm."

The Fredericton, N.B., City Council has accepted an offer of the Fredericton Exhibition to turn over its property to the City. Under the agreement the City gives the company a renewable 21-year lease to operate the business, the property to be tax exempt.

Our primary producers pay more proportionately for what they buy than any other province, and also pay more for movement of their product to the market. At the same time they get less for their produce than any other province. Yet we are told there is no discrimination in our Confederation system.

If the P. E. I. Tennis Association succeeds in its endeavor to have the Eastern Canadian Tennis Finals held at the Charlottetown Club, it would prove appropriate entertainment diversion for Canada's Governor General, Lord Alexander, when he vacations here this summer. He is a great tennis player, though golf has his preference for outdoor exercise.

Mr. K. M. Martin, K.C., made a good, and it is hoped, an effective, fight on behalf of city telephone subscribers at the investigation for increasing rates held by the Public Utilities Commission. He put his finger upon several weak spots in the Company's claim, which the Commissioners, if not the Company, seemed to appreciate.

The Prices Board order on butter and sugar mark-ups will ease the blow at the consumer at the expense of the merchant. Although the increased freight is certainly part of his cost he will not be permitted to take it into consideration. Instead he will have the old mark-up plus the actual increase in freight.

If the Island Telephone Company's application for increased rates for the city be granted by the Public Utilities Commission subscribers will have to pay one dollar additional per month for a one-party line for business purposes and fifty cents per month for residence. For a two-party line the requested increase is 75 cents a month for business phones and 25 cents a month for a residence. For multi-party lines the requested increase is 50 cents per month for business and residence phones. The increase would be effected by the Company listing this area under Group 6, which includes areas where the number of phones and extensions would run from 3,001 to 5,000. The present number of phones and extensions in the Charlottetown exchange is 4,535 and there are applications at present for 100 more.

The death at Halifax on Thursday of Mr. W. A. Heustis will be learned with regret by many friends in this Province. A native of Port Hill, where he was born in 1863, Mr. Heustis moved with his parents to Summerside where in 1878 he entered the dry goods store of Hon. Benj. Rogers, remaining there for fourteen years. Later he removed to Charlottetown as manager of the dress goods department and European buyer for the firm of Perkins and Sterns, the predecessors of Messrs. Moore and MacLeod. It was in the latter capacity that he was shipwrecked near the Skerryvore Lighthouse, off the Hebrides, about the year 1899, along with Mr. John McLaren and the late Messrs. S. A. MacLeod, L. E. Prowse, W. W. Stanley and Col. Chas. E. Leigh. In later years Mr. Heustis represented numerous clothing establishments and travelled widely throughout the Province before his retirement and subsequent removal to Halifax, where he resided with his daughter Mrs. W. Gordon Schwartz, who also is very well known here as the former Miss Berna

Notes By The Way

The last two Great wars broke out after the harvest in Europe had been garnered. That should minimize the present scare of immediate war to some degree. —St. Catharines Standard.

The world's leading bicycle exporting nation is Britain. In 1947 exports from the United Kingdom totalled 1,449,662 out of a total production of 2,489,929 (including 31,476 juvenile bicycles and 189,810 tricycles). This means that on an average a minimum of ten bicycles were exported every minute of every 8-hour working day from United Kingdom ports (excluding Sundays and holidays). On the same basis of calculation, 8,300 bicycles are made every day in Britain's factories—or 17 every minute. —Fredericton Gleaser.

A kitchen in winter is much more a farm house living room than in the summer months of field and furrow, when men folks are seldom seen in it except at mealtimes. But in snowbound days of a hard winter, a man often can be found pretty close to the range, usurping the larger of the two rocking chairs that the right sort of farm kitchen has. We say right sort of kitchen because there are many modern farm kitchens which, being of the laboratory-styled and undersized type, would assuredly have no place for one rocking chair, let alone two. —Hanover Post.

A London architect, J. R. Bertold Lubetkin, has been given the task of designing and building the most modern town in the world. This will soon be taking shape in the north of Britain and construction will be begun well before the end of this year. It is estimated that the job will be completed in ten years. The town will be called Peterlee and will house miners and their families. It will have 10,000 houses and accommodate about 40,000 people. The cost is estimated at \$8 million. Peterlee is being built where there is nothing but small mining communities spread over large tracts of country. And it will serve as an educational, cultural, social and commercial axis for a district inhabited by 100,000 people. —UZ Information Office.

Aware of the advantages of having wood lots on their farms, many farmers have commenced reforest portions of their own land. It is a good practice, and this is the time of the year to think about it. There are thousands of Ontario farms with a bit of waste land on them, poor even for pasture. These acres can be planted to trees without any loss of tillable soil. The growth of a grove would cover up a gully or a rocky corner and add to the value of the farm. There are other farms, bereft of trees, which would be enhanced by the planting of windbreaks. Many townships buy up abandoned farms at tax sales and plant them out to pine or other trees. These areas become a community asset, instead of a liability and an eyesore. Individual farmers can improve their own holdings by the planting of trees. It takes some time, at a busy season of the year, to do this, but it will pay dividends. —Windsor Star.

The war-time and post-war shortage of shirts and pyjamas in the United States has been licked, and the manufacturers are starting to worry that their industry may become mired in over-production. Men's sport and dress shirts are pouring from the factories at a dizzy rate of 200 million a year, says The Wall Street Journal, and pyjamas left the factories last year to the tune of 24 million pairs. The manufacturers upped the price of shirts 26 cents for the present spring trade which brings the price of a shirt to twice what it was in pre-war times. As for pyjamas, they sell for two, and a half times the pre-war price. So long as the public has the spending power that presently exists in the U. S. shirts and pyjamas are not likely to pile up on shelves. Even when they are not moving as rapidly as they still are, the price is likely to be slower coming down than it was going up. The situation, and many reasons for that, replacement of the one that replaced production costs. —Stratford Beacon-Herald.

Practically every large city in North America is trying to do something about its smoke problem. It is not only a question of the effect of smoke on property but more important on the health of the residents. It was recently noted in the CIL. Oval that the average person consumes two or three quarts of food and drink every day, but in the same time takes into the lungs from 10,000 to 12,000 quarts of whatever atmosphere happens to be around. Most of the soot and other pollution in the air is caught and held in his respiratory system. Time generally provides the solution to most problems, and time may eliminate the smoke menace. Electricity, atomic energy and other lighting and heating developments may eventually make the use of such things as coal and coke an anachronism. There doesn't seem to be any immediate prospect of this, however, and in the meantime smokestacks and chimneys continue to pour noxious elements into the once-clean air. Every progressive community is trying to reconcile the needs of industry with the necessity for clean air. —Barnia Canadian Observer.

The Poets Corner

"GRIEF IS OLD" SHIPWRECK AT SOURIS "Among all the storms that have visited the eastern end of King's County, none has been attended with such fatal results as that of Sunday evening last at Souris, in which two lives—those of a woman and a man—were lost. A new vessel wrecked, and a valuable cargo given to the waves. "The evening up to about 6 o'clock was fine but cold, with a slight wind from the westward; but about that time the wind veered around to the northeast, accompanied by a blinding snow-storm. About 8 o'clock a vessel was seen by those on the wharf striving to round the breaker. Those on shore coming to the conclusion that the captain was a stranger, two young men of the village went out in a dory to assist in piloting her to a safe anchorage. Their services were at once thankfully received by the crew, which consisted of four men and two women. One woman was the sister and the other the cousin of the captain. Having brought the schooner around the breaker and to an anchorage, the pilots considered her quite safe and retired to their homes. But about 9 o'clock she began to drag her anchors, and despite all the efforts of the crew, who by this time had been joined by three men from another vessel, who were on board to assist knowing that she was in danger of running on shore, the vessel drifted helplessly down the Cove until about 11.30, when she struck the rocks on Souris beach. "The poor creatures, men and women, now gathered on deck, as the cabin and hold were full of water, and remained throughout the bitter cold night, their position being unknown to the people on shore, with very scanty clothing; the women having very little more than their night clothes, and the sea breaking over them, until 5 o'clock on Monday morning, when their cries attracted the villagers to the beach. But owing to the terrible sea, that was running at the time, it was impossible to reach them until 8 o'clock, when a dory, manned by three heroes, David O'Brien and Fred and Charles Cheverie, succeeded in reaching the wreck and taking off its crew. "They found one woman, Sophia Richards, lashed to the bulwarks and up to the waist in water, dead, and the rest in a terribly exhausted condition. One of the men, Heber Bailey, died as soon as he was taken on shore. Everything that the villagers could do for the crew was done, and they are now gradually reviving. "The schooner was the 'Adventure', Captain James Richards, belonging to LaHave, Nova Scotia, of about fifty-five tons register. Loaded with potatoes at Annandale by Matthew MacLean & Company for the Halifax market, she had left Annandale on Sunday and put into Souris for protection when the storm came up. "An inquest was held over the bodies of the two unfortunate dead at 1 o'clock on Monday, before Dr. Muttart, coroner. The following gentlemen comprised the jury: M. McCormack, foreman, A. W. Carlton, Jas. McQuaid, A. Currie, G.W. Morrow, W. L. Sterns, Uriah Mathew. After hearing a number of witnesses relative to the plotting of the vessel and the rescuing of the crew, the following verdict was arrived at: "That deceased Heber Bailey and Sophia Richards came to their death by exposure on the schooner 'Adventure' on the night of Dec. 3, 1893. The jury also desire that David O'Brien, Chas. Cheverie and Fred Cheverie be recommended to the Government as worthy of being rewarded for bravery in rescuing the crew, and they also desire that the Government be memorialized to provide life saving apparatus for this port." "Captain Richards' evidence bears out the facts stated above. He said that after the schooner struck, those on board secured themselves as well as they could. The sea at that time was going over her and they did not shout or make any noise until morning. When the vessel struck, all her lights went out. He believed that they were taken off the wreck as soon as it was possible for men to take them off with the means they had. "There was very little insurance on the schooner. The cargo was insured for \$1,000 in one of the companies represented by F. W. Hyndman." —Daily Examiner, Dec. 5, 1893.

WHOSE HORSE LAUGHS?

Sir,—I would like to say a few words in answer to a letter appearing in your April 5th issue and signed J. Vince McIntyre of Montreal. First Mr. McIntyre tells us very clearly that he is a Communist and a Dictator with his words "But I hope acts of mine will be strong enough to eventually right this dictatorship of Premier Jones." Horace Wright Co. then further down he tells us he is not a Communist, but a true Democrat. Does he think the people of P. E. I. are so ignorant that they cannot grasp the meaning expressed by his so called "acts of mine"? Furthermore, as he says, he left the Island to seek his livelihood in Central Canada. Why is he now trying to dictate to the people of P. E. Island unless he has an axe to grind for his own benefit? Mr. McIntyre says he believes in the true Christian spirit of live and let live, yet he condemns a law passed by the Jones Government for just that purpose. During last winter's strike at the packing plant in Charlottetown Mr. Wright made the strikers a very fair offer of extra wages to keep the plant going until a satisfactory settlement could be worked out, and the striking men were willing to take Mr. Wright's offer, but those same men were forbidden to work by a dictatorship at the head of their union, and from outside the province, with the result that today some of those same men who were willing to work are now out of work, and I am told that a number of those same men were compelled to dispose of such as furniture and cars in order to provide food for their families, all because of a nation-wide dictatorship. The so called Premier Jones — Horace Wright Co. labor law just passed will prohibit a recurrence of the sad plight of those men that were compelled to suffer through no fault of their own but caused by a few strike agitators residing outside the Province and living well on the many paid by those same suffering men in union dues. I say Bravo! to Premier Jones and Mr. Wright and if all the provinces of Canada would follow the lead taken by those true and able democratic men of P. E. Island the laboring man in Canada would soon find his living conditions much improved and a clear outlook for the future. Let each Province have its own union but not ruled by a nation wide dictatorship, as conditions differ in the different Provinces. Mr. McIntyre goes on to say that some of Mr. Wright's remarks would cause a horse to laugh and that the majority of P. E. Islanders will know what to do with Messrs. Wright and Jones at the next election, and I quite agree with the last remark. No doubt the majority of those (not so dumb) Islanders will give Mr. McIntyre's remarks the horse laugh and those (not so dumb) Islanders will also know what to do on next election day, and that is to send those able countrymen back to continue the good work for their country and its people and without shovelling money into the Liberal Campaign as Mr. McIntyre suggests but because of their work well done. Mr. McIntyre goes on to tell that the Manufacturing firms of the U. S. A. paid 26 cents on every dollar invested in those firms, but he failed to state that those high profits were paid to the so called white-collared money man and taken out of the pockets of the poor man, the consumer by charging exorbitant prices for manufactured goods. Give us more men like Premier Jones and Hon. Horace Wright in P. E. Island and in all Canada and the laboring man and the farmer will soon reap the rewards of a true democracy. I am, Sir etc. A JONES AND WRIGHT SUPPORTER. Albany, P. E. I.

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.

Old Charlottetown (And P. E. I.)

"Among all the storms that have visited the eastern end of King's County, none has been attended with such fatal results as that of Sunday evening last at Souris, in which two lives—those of a woman and a man—were lost. A new vessel wrecked, and a valuable cargo given to the waves. "The evening up to about 6 o'clock was fine but cold, with a slight wind from the westward; but about that time the wind veered around to the northeast, accompanied by a blinding snow-storm. About 8 o'clock a vessel was seen by those on the wharf striving to round the breaker. Those on shore coming to the conclusion that the captain was a stranger, two young men of the village went out in a dory to assist in piloting her to a safe anchorage. Their services were at once thankfully received by the crew, which consisted of four men and two women. One woman was the sister and the other the cousin of the captain. Having brought the schooner around the breaker and to an anchorage, the pilots considered her quite safe and retired to their homes. But about 9 o'clock she began to drag her anchors, and despite all the efforts of the crew, who by this time had been joined by three men from another vessel, who were on board to assist knowing that she was in danger of running on shore, the vessel drifted helplessly down the Cove until about 11.30, when she struck the rocks on Souris beach. "The poor creatures, men and women, now gathered on deck, as the cabin and hold were full of water, and remained throughout the bitter cold night, their position being unknown to the people on shore, with very scanty clothing; the women having very little more than their night clothes, and the sea breaking over them, until 5 o'clock on Monday morning, when their cries attracted the villagers to the beach. But owing to the terrible sea, that was running at the time, it was impossible to reach them until 8 o'clock, when a dory, manned by three heroes, David O'Brien and Fred and Charles Cheverie, succeeded in reaching the wreck and taking off its crew. "They found one woman, Sophia Richards, lashed to the bulwarks and up to the waist in water, dead, and the rest in a terribly exhausted condition. One of the men, Heber Bailey, died as soon as he was taken on shore. Everything that the villagers could do for the crew was done, and they are now gradually reviving. "The schooner was the 'Adventure', Captain James Richards, belonging to LaHave, Nova Scotia, of about fifty-five tons register. Loaded with potatoes at Annandale by Matthew MacLean & Company for the Halifax market, she had left Annandale on Sunday and put into Souris for protection when the storm came up. "An inquest was held over the bodies of the two unfortunate dead at 1 o'clock on Monday, before Dr. Muttart, coroner. The following gentlemen comprised the jury: M. McCormack, foreman, A. W. Carlton, Jas. McQuaid, A. Currie, G.W. Morrow, W. L. Sterns, Uriah Mathew. After hearing a number of witnesses relative to the plotting of the vessel and the rescuing of the crew, the following verdict was arrived at: "That deceased Heber Bailey and Sophia Richards came to their death by exposure on the schooner 'Adventure' on the night of Dec. 3, 1893. The jury also desire that David O'Brien, Chas. Cheverie and Fred Cheverie be recommended to the Government as worthy of being rewarded for bravery in rescuing the crew, and they also desire that the Government be memorialized to provide life saving apparatus for this port." "Captain Richards' evidence bears out the facts stated above. He said that after the schooner struck, those on board secured themselves as well as they could. The sea at that time was going over her and they did not shout or make any noise until morning. When the vessel struck, all her lights went out. He believed that they were taken off the wreck as soon as it was possible for men to take them off with the means they had. "There was very little insurance on the schooner. The cargo was insured for \$1,000 in one of the companies represented by F. W. Hyndman." —Daily Examiner, Dec. 5, 1893.

PLAIN TALK

(The Printed Word) Canadian Socialists have dodged the issue of the nationalization of farms for a good many years. That was natural—if they wanted to be elected in a country where 750,000 farmers and their families have votes. There would be no CCF Government at Regina today, if CCF candidates for the Legislature had promised to nationalize farms. Now the truth is out. It has been stated in plain words, by a leading CCF Socialist in Parliament, in a speech on page 1821 of the Debates of the House of Commons; Session

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of 1948, Mr. E. L. Bowerman, CCF MP, speaking: "We are driven to this conclusion—the only thing that will solve our present social and economic problems is absolute Christian socialization of the means of production and distribution of all the necessities of life. Mr. Graydon: Does that include farmers? Mr. Bowerman: That would include everybody." What happens next? Does the CCF disown Mr. Bowerman? Or is the stating CCF policy? The people of Canada are entitled to be told. Mr. Bowerman will at least have the credit of getting something settled which needed to be settled.

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