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

WEDNESDAY, JUNE 12, 1946

Why The Shortage?

The serious post-war shortage of doctors and dentists was emphasized in the House of Commons recently, the following figures being quoted from a recent report prepared by the Canadian Medical Procurement and Assignment Board.

In Prince Edward Island there is a doctor for 1,659 people, and the figures for the other provinces are: Nova Scotia, 1,450; New Brunswick, 2,136; Quebec, 1,206; Ontario, 1,068; Manitoba, 1,438; Saskatchewan, 2,078; Alberta, 1,626; British Columbia, 1,168.

The table regarding the number of dentists is similar. In Prince Edward Island there is one dentist to 4,272 people, and the figures for the other provinces are: Nova Scotia, 4,345; New Brunswick, 6,442; Quebec, 4,134; Ontario, 2,587; Manitoba, 3,881; Saskatchewan, 6,095; Alberta, 4,945; British Columbia, 2,743.

It was pointed out that in the armed forces, for the treatment of young men and women in the prime of life and in excellent physical condition, the supply both of doctors and dentists was much greater. There was in fact a dentist for every 500 service personnel, as against the average for Canada of one dentist for 3,477.

"Obviously," said Mr. A. M. Nicholson, C. C. F. member for Mackenzie, Saskatchewan, "there is something wrong. The Federal Department of Health should at this stage be prepared to indicate the pattern that might be followed, and also make it clear that the Department is prepared to go along with any Province that will proceed to introduce a programme to meet our needs. I realize that it would be impossible in any part of Canada to have the ideal set-up next year or the year after, because it takes many years to train doctors and dentists. But we should be proceeding in the field of health in exactly the same way in which we proceeded in the field of defense during the war. Disease is an enemy that we should be worrying about."

One does not need to share Mr. Nicholson's socialist theories to be in agreement with him that the present situation is far from satisfactory.

Wehrmacht Disbanded

The German Army in the British zone of occupation has been disbanded. Its war material has been collected for destruction, German Army headquarters have been totally dissolved, and members of the Nazi General Staff are being held so that they may receive punishment if and when action has been agreed by the four occupying powers.

Less than six months ago, about 520,000 German military personnel were being held in the British zone to wait their ultimate disposal and to carry out essential work for the British. At that time Mr. John B. Hynd, head of the Government Department for Germany and Austria, told the House of Commons that the process of disbandment would be accelerated as much as possible in the coming months.

Now 120,000, or less than a fourth of the December figure, are being retained, disarmed, for work on such tasks as mine-sweeping at sea, the clearance of mine fields on land, and labour and transport duties. Because new clothes are not obtainable, they wear their uniforms with all insignia removed. Their units are attached to British units by whom they are administered. All Nazi war material, for a long time out of German hands, has been gathered into dumps, where its destruction is being achieved as quickly as possible.

Crown Companies

The King Government proposes to perpetuate certain Crown companies and pave the way for the creation of still more. This is provided for in omnibus legislation which Reconstruction Minister Howe has brought before Parliament. The blanket provisions of the legislation would enable the Government to invade any branch of industry and draw upon the Federal Treasury for the funds required to set up the companies.

Is it any wonder, asks the *Globe and Mail*, that the Socialists are pleased? They still hope to gain power some day, and it would be convenient for them to find the complete foundation laid for an out-and-out program of socialization of industry. They favor Crown companies because they provide a devious method by which Government can take over industry and yet abide by forms to which the people are accustomed. They advocated this in the general election held just one year ago last week.

The people opposed the method then and elected to office a party pledged to combat socialism. How well it has kept this pledge can be judged by the welcome given the legislation by the CCF group. Mr. Clarence Gillis, who yields to none in espousal of Socialist doctrines, greeted it as "the first logical steps of the social (sic Socialist) change that has to come about."

By no stretch of the imagination can Mr. Howe be called a Socialist. Yet he sponsors legislation which Socialists would compare favorably with that passed by the CCF Government in Saskatchewan. The answer is that to Mr. Howe's strange way of thinking no measure could possibly be tinged with socalism so long as it is fathered by himself. But it is in his very nature to dictate, and if he is to be the captain of industry he must resort to Socialist ways.

The Minister argues that his bill "makes no provision for the setting up of any Crown company." Of course it doesn't. All such enterprises, including those created during the war, are incorporated under the Companies Act, 1934. But having raised the issue, Mr. Howe was less than frank about it. For years, any Government could incorporate a company under the act, but it had to go to Parliament for the financing. What Mr. Howe proposes to do is to take away that Parliamentary safeguard. Under his plan, he would circumvent this all-important requirement by securing authority to finance any company without assent of Parliament. A company set up by Mr. Howe or any other Minister could secure an advance from the Treasury up to five hundred thousand dollars at "any one time."

The Crown company justified itself as a war device, when economy and efficiency were not the first considerations. Some of them must of necessity be continued under Government control, such as Canadian Arsenals Ltd., which is to operate pilot war plants; Eldorado Mining and Refining Ltd., since it is concerned with the development of atomic energy. There might even be a good reason why Polymer Corporation Ltd., the synthetic rubber plant, should remain in Government hands. This, however, is no justification for giving the Government unlimited authority to set up industrial plants, far removed from Parliamentary control

EDITORIAL NOTES

Mr. W. Chester S. McLure, M.P., will be heard over CFCY tomorrow evening at nine o'clock.

* * * *

Now that we have been warned, there should be every endeavour to get all the coal necessary to the Island before our own potato exports monopolize transportation.

* * * *

Premier Jones is no optimist so far as Ottawa promises are concerned, and takes the precaution to warn us not to be too sure we will have the new Abegweit here this Fall.

* * * *

Prime Minister King is hurrying home to personally steer the proposed B. N. A. A. amendments through Parliament preparatory to their being sent to the British Parliament for endorsation. It is necessary for the British Parliament to give their assent and approval, though it is merely a formality, no opposition being offered in either House seeing Canada has herself agreed.

* * * *

Mr. James Sinclair, B.Sc., M.A., M.P. for Vancouver North, who is mentioned as the probable successor of Premier Hart in British Columbia is an engineer by profession. He is a native of Banff, Scotland, was educated at the University of British Columbia, Oxford and Princeton from which he obtained degrees. He was first elected to the House of Commons in 1940, being re-elected in 1945. He is a Rhodes Scholar, a splendid organizer, and looked upon as B. C.'s coming Liberal stalwart, being just thirty-eight years of age.

* * * *

Rt. Hon. Robert Anthony Eden, P.C., M.P., M.C., Hon. LL.D., British statesman, born this date 1897; is scheduled to be the principal speaker at the Empire Parliamentary Conference at Bermuda this week; began his parliamentary cafeer as private secretary to Sir Austen Chamberlain, became Under-Secretary for Foreign Affairs, Lord Privy Seal, Secretary for the League of Nations, and ultimately Secretary for Foreign Affairs; at present deputy leader of the Opposition under Mr. Churchill.

* * * *

Late in December Canadians will be able to enjoy nearly as much canned salmon from the 1946 pack as they did from pre-war packs, according to the grocery trade publication, *Canadian Grocer*. A report in the current issue, just out, says 500,000 cases of the 1946 pack have been allotted the domestic market. This represents an increase of 66 2-3% over the amount Canadians got from last year's pack, when only 300,000 cases were retained in this country for Canadian consumption. The year before it was 250,000 and in 1943, 200,000 cases. If all goes well Canada will have a large export surplus for the hungry British market and for other sterling countries, as well as being able to satisfy the wants of the home market more completely than has been the case since early in the war. Canning will commence sometime this month and 1946 salmon should make its first appearance on grocers' shelves sometime next December if not before.

* * * *

Wartime Prices and Trade Board have taken over control of the butcher-meat trade in Montreal. While there is no real shortage of meat in Montreal, a board spokesman pointed out that the move is a temporary measure during the present slow-down in meat supplies which will last until mid-July when shipments from the west will bring supplies back to normal. The small black market which is going on is the result and not the cause of the present shortage. The usual method of operation is a cash payment by retailer to the wholesaler apart from the regular delivery price. Thus, a retailer willing to pay "side" money gets the choice cuts while the honest retailer has to accept whatever is left. The illegal dealings are very difficult for the WPTB to prove. The new controls being imposed through a board official who will "manage" each wholesaler and will allocate his orders to another firm, will break whatever black market has been going on. The system had complete success in Toronto recently

Notes By The Way

A style expert says a man takes a drink when depressed and a woman buys a hat. Then the man takes another drink! —London Free Press.

A girl is never in a hurry when a young man is at her door with a car. She knows that opportunity will honk repeatedly. — Toronto Star.

Try remembering the "firsts" in your life. You will find it a delightful occupation, as well as good memory training. Can you remember your first automobile ride, your first ice cream soda, your first day at school your first bicycle, your first movie, your first date? — Windsor Star.

Establishment of a school for graduate nurses at Dalhousie University will meet a need that has been long felt. Hitherto there have been no facilities for graduate training of this kind in the Maritimes. The convenience of registered nurses wishing to study public health and hospital administration makes such an establishment almost a necessity. —Halifax Chronicle.

There are at the present time in the city of Owen Sound close to 30 churches, large and small. There are a great many people who do not attend any church. But if everybody did go to church, it would mean an average of around 500 people to a congregation. These 30 churches require 30 ministers, but if there were an amalgamation this number could be reduced and more ministers would be available for places where there is a shortage.—Owen Sound Sun-Times.

Canada's fuel shortage, a result of the United States coal strike, points another finger to the need for a Canadian national fuel policy, says the Mines Minister of Nova Scotia, Mr. Lauchlin D. Currie. "There is enough coal in Canada to supply the needs of Canada", says Mr. Currie. Coal should be declared a national public necessity and it should be developed to take care of the national needs in peace and war, so that we may not be left again at the mercy of outside sources." — From The Evening Citizen.

In 1900 one family in 11 could afford a servant in the United States. In 1944 there was one for every 20 families and the ratio today, according to the National Bureau of Economic Research, is considerably higher, says The Boston Post. Mechanical appliances for washing, cooking and cleaning, low pay and long hours, probably explain the decline in the number of the nation's domestic servants. In another generation or two they may well become a rarity.

That 'orrible 'ush that has come like a wet fog over de Valera Ireland fills us with awe. When the Emerald Isle is silent, and peaceable, then one feels that the world is out of joint and that we are sitting on the edge of an abyss. It isn't right. Not even fresh reports of voracious sea monsters in Scotland and British Columbia, and even — heaven help us! — in the Saskatchewan River entirely give that soothing sense of postwar normality. We won't get it till Eire tells England and the rest of us where to get off at and when, and announces it with bugles and alarums. —Hamilton Spectator.

Since 1896 no less than 90 million cars and trucks costing $64 billion have been produced in what is now a $4 billion industry. Today more than 30 million cars operate over 1,400,000 miles of highway. Truly a revolutionary mechanism, the motor car has influenced almost every aspect of American culture. One out of every seven jobs in this country stems, directly or indirectly, from motor transport. In the development of mechanical and production know-how the industry enabled us to become the 'arsenal of democracy" in World War II. Certainly all these accomplishments merit a celebration. May the industry's next 50 years be equally as fruitful. —Minneapolis Star Journal.

It may seem anomalous that, at a parade glorifying the motor car, police mounted on horses kept the crowd back from blocking the route. They were demonstrating one of the limitations of modern science. The animals were performing a service for which no machine can substitute. The mounted policeman is a long way from obsolescence. In handling crowds, he and his horse have no equal. Motorcycles and automobiles have been tried, with indifferent success. It is a job in which both the officer and his mount must exercise intelligence, and no one has yet found a way to make a machine think. The horses will stay on strength for a long time yet. — Windsor Star.

There has never been any serious challenge here to a policy of the closest relations with France and with western Europe generally. It is dedicated quite as much by economic as by political reasons; and should anything now emerge which can set going Anglo-French commerce so lamentably static at the moment, that would be warmly welcomed on both sides. There may perhaps be some who still feel that French politics have not yet sufficiently shaken off their instability, and there are, indeed rumors that the coalition may break on the issue of the new constitution. To these critics it must be said that nothing could better promote stability than friendship in action as well as in words from this country. If the revival of France is, as it must be, a British interest, then some form of effective partnership between our two countries is a good way to promote it. —London Daily Telegraph.

The dreadful wartime invention of such words as trainee and evacuee would be better lost to the world. Instead, the devillish ingenuity of word-coiners is being carried into peace, The Ottawa Journal protests. We print a story from Kingston about two convicts who escaped from the penitentiary and were presently captured. The story calls them "the two escapees;" why it should not have called them simply "the two men" we shall never know. If this sort of thing isn't stopped, there is no telling where it will end. Before we know it the pedestrian will become a walkee though sometimes a tramee. If he builds houses he'll be a housee, or if he catches fish for a living sure as fate he will be called a fishee, and so it will go. By that time solemn fellows will be defending the practice because it has the sanction of popular usage and there won't be a thing anyone can do about it. The time to end it is now.

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?" IV

Sir,— The sense of justice is an instinct divinely implanted in every one. Justice itself was regarded by the ancients as the Queen of the virtues. It is a link which binds together all the members of the human family. It has a universal appeal. "Judge just judgments," is the motto of the race, and "the just shall shine as stars", is the tribute we pay the righteous.

An appeal therefore for justice is one that can never pass unheeded.

In the treatment of the "Temperance Question", appeal is made for a class whose rights have heretofore been largely unconsidered.

Reference has been made to the fact that the ancient Golden Rule was based upon justice; and that the Christian Golden Rule is based upon love,— transcending justice. Its expression, 'Love thy neighbour as thyself', calls for a continually evolving concept of the expression "neighbour". Today, more than ever before, an expansion of the word to take in all peoples, is forcing itself upon the attention of the world, if peace is to be ensured. With regard to the use of liquor, a new meaning to the word "neighbour" must also be given, not merely if the happiness of the world is to be secured, but if justice is to be done.

We have heard much of the rights of individuals, inter se; of the rights, and the duties, and the responsibilities, of moderationists, of alcoholics, and of abstainers. These are all members of the present generation. Their positions have been discussed on many occasions and at great length. But there is another class whose rights have not been discussed at such length; in fact, have hardly been discussed at all. I refer to the rights of the generation which has not yet been born; the next generation; the generation which is "neighbour" to this one. For them, I present a plea, not for magnanimity or generosity, but for justice.

I appeal to the men and women of this generation to be just to the next and neighbouring generation; the generation yet unborn. And I know that if I state their case clearly and convincingly the appeal on their behalf will not be unheeded. Justice, the universal instinct, cannot be denied to those silent and helpless ones for whom I venture to speak.

What effect, then, has alcohol, when used by parents upon the generation which has yet to come into being?

And first, let it be noted, that those whose use of alcohol will be considered will be the young, not the old; since old people are not those who produce children. What is the effect of alcohol upon parenthood, and upon those whom the parents beget?

Let the watchmen upon the tower,—the medical men who during many years past have been seeking light in the darkness of this Problem,— let them speak and declare what they have observed from the high eminence of their science.

I quote from "Alcohol and the Human Body", by Sir Victor Horsley, C.B., (whose degrees and eminent positions in the medical and surgical spheres would require a lengthy paragraph,) and Dr. M. D. Sturge, (6th Edition, 1920.)

"It is today an accepted fact of science that there are certain substances, which, when taken into the body of a future parent, or of an expectant mother, have the terrible power of injuring the next, and even succeeding generations. One of the present writers has called such substances 'Racial Poisons' —that is, things that poison the race as well as the individual".

Reference is made to lead poisoning, and to the effect of lead upon the foetus in utero, and to its close connection with alcohol, which hastens the absorption of lead into the body tissues. Other racial poisons are referred to, such as venereal diseases, by which "unnumbered thousands are annually injured and slain, before or after birth", and of which diseases, gonorrhoea and syphilis are the worst. Some of these may be so severe that new life cannot originate. "In this way gonorrhoea is a poison which tends to destroy the race outright, by causing sterility. This it does to a widespread extent." Ophthalmia, or child blindness, 24 per cent of which is of gonorrhoeal origin, is discussed, and the more terrible enemy of the race, syphilis, with its power of originating degeneracy in healthy stocks. "It is a real tragedy to have the poison so firmly implanted that not only is it very injurious to the unborn child, but it is liable to be transmitted even to the third generation." "Its effect upon its victims is nothing short of appalling. A considerable portion of the nervous diseases, of the insanity, of the feeble-mindedness, epilepsy, and blindness of mankind is attributable to racial poisoning by this fell complaint".

In its relationship to these terrible diseases and as a racial poison on its own account, the pronouncement is made:—

"We find that alcohol also has to be classified as a racial poison, and that for a two-fold reason:—

1. It aids and abets the malevolent action of lead and of the venereal diseases.

2. It is a racial poison on its own account."

The terrible effects of alcohol upon the offspring of those who use it will be further referred to.

I am, Sir, etc.
W. E. BENTLEY

B.N.A. ACT IN DANGER

Sir,—From your issue of June 8th, under the heading "Redistribution Measure Discussed by Justice Minister", on page 3, I quote the following extract:

"Of general interest is the following statement made by Rt. Hon. L. S. St. Laurent, Minister of Justice, in the House of Commons on May 22nd, regarding readjustment of representation in the House: Mr. St. Laurent—'The Government has come to the conclusion to recommend to Parliament the adoption of a petition to His Majesty to cause a Bill to be laid before the Parliament of the United Kingdom to provide for the repeal of Section 51 of the British North America Act as it now stands, and to substitute therefor the provisions which are printed on pages 4 and 5 of the Routine Proceedings of this day. I do not think it is necessary to take the time of the House to read the text of Section 51 as it exists'."

The only way in which there is a connection with the British North America Act 1867 is the fact that Section 2 of the Inter-provincial Agreement of 1866 provides: "Provision being made for the admission into the Confederation, on equitable terms, of Newfoundland, Prince Edward Island, the North West Territory and British Columbia," and that Section 146 of the British North America Act grants the Federal Parliament the power to make an agreement with and respecting the admission of Prince Edward Island." In other words, it grants the Federal Parliament the power to carry out that portion of Section 2 of the Inter-provincial Agreement of 1866 but does not give it power or authority to violate that Agreement.

Well known legal authorities, who have studied the Agreement, have stated that the Government of Prince Edward Island, by constitutional force or court action, can compel the carrying out of the Dominion-Provincial Agreement in letter and spirit. If this was done, it would remedy many of the disadvantages and discriminations under which our Province has endeavored to exist, and which have so greatly retarded its progress.

Mr. St. Laurent, acting for the Prime Minister, introduced a Bill, which it is the intention of the Federal Government to ask the British Parliament to pass, (without the consent of the Provinces) to amend the British North America Act 1867 regarding representation in the House of Commons. In this connection Mr. St. Laurent is quoted as stating (Hansard, May 28, 1946, page 1994) "The Provinces, that is to say the people of the Provinces, are all represented in this Parliament, and for the purposes of such matters as are confided to the jurisdiction of this Parliament, it is by those representatives here that the people of the Provinces speak."

While Hon. Mr. St. Laurent is the Minister of Justice, and supposed to be the highest legal authority in Parliament, I would take the liberty, with all due respect, of suggesting that it seems absurd to claim that the Agreement arranged beween the Parliament of Canada and the Legislature of Prince Edward Island can be changed in any manner that the majority of the Commons and Senate may decide. Prince Edward Island has only four votes in each House (provision for six in Parliament at that time), and it hardly seems credible to think that the representatives of this Province, in 1873, would enter into an agreement, with the Federal Parliament, that could be changed at will, at any time, by a majority vote in either or both Houses at Ottawa.

As a safeguard and protection for the future, I would respectfully suggest that the Provincial Government, and our representatives in Parliament and the Senate, if they have not already acted, should enter a protest with the Federal Government at Ottawa that they will not submit to a breach of contractual obligations, except where the change or amendment is desirable, and with the request and consent of the Province. It is not the matter of representation, at the present time, that concerns Prince Edward Island, but if the claim of the Minister of Justice on the proposed principle is established, Prince Edward Island's agreement with Canada would not be worth the paper on which is it written.

I am, Sir, etc.,
J. O. HYNDMAN.
Charlottetown,
June 11, 1946.

BAD FOR CAR, KIDNEYS AND TEMPER

Sir,—Last week I had the misfortune to travel from Charlottetown to Kensington in my old car. I wish Premier Jones had been with me or rather, I wish it was his car not mine. The condition of this main highway to Summerside and Borden is disgusting. Parts of the pavement don't exist and sections are beyond words. This is nearly the middle of June and, comparatively speaking, next to nothing is being done to repair it. Last week I was up to East Lake and outside Souris going East, the road is being reconstructed on a grand scale. Massive trucks, bulldozers, huge machinery and gangs of men. Also I read in the paper where the Government has promised a new pavement to the little town of Georgetown. All this while the main Trans-Canada pavement to Borden from the Capital City of Charlottetown is in deplorable state. Now I have nothing against the little hamlet of Georgetown nor the fishing at East Lake, the most remote part of the Island, but it would seem like a perfect example of the cart before the horse. I wish to keep this letter as honest and fair as possible minus any politics, but if I had composed it immediately on my return from Kensington, I'm afraid the phrasing would have been quite rabid. It seems very poor policy any way you look at it, to make such a fuss right now on the road going East out of Souris and to do so little to the main highway. I'm sure that the vast majority of local motorists will naturally curse the Government with every bump that shakes their whole car and there are literally hundreds of dirty sharp bangs on this pavement. You wonder if the car will hold together, and you think seriously about the next election. Whereas if every man, woman and child in Georgetown and east of Souris had a car, they will not begin to equal the traffic on this main pavement. So much for votes but what about the Tourist Industry? At least 75 per cent or more of the tourists coming to our Island Province will have to motor over this highway. They have my heartfelt sympathy.

A few will have new automobiles. They will really get cross but the rest will be lucky if they don't wind up in our garages. To anybody who has travelled this pavement this year, I am sure this statement will not seem exaggerated. It will mean good business for the garages but unfortunately it will not be perennial. At least I for one will never travel that so-called pavement again unless it is compulsory. I have too much respect for my kidneys and my car. And the tourist is out for the pleasure of motoring. He has come over here from smoother pavements attracted by our advertising of the beauty of the Province and it's good roads. What an actual headache he will get. Perhaps not in the places where the pavement doesn't exist. He can see them coming up and his car will have to take it. But it's the unexpected tricky holes that will really teach him a lesson and I doubt if he'll venture as far as east of Souris to see our fine road machinery and the gangs of men at work away up there. Don't you think something really big should be done about it immediately?

I am Sir, etc.
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