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

CHARLOTTETOWN, FRIDAY, APRIL 1, 1949

Sir John Said "Put Them In!"

Newfoundland's entry into Confederation
was foreseen in the famous painting of the
Confederation Fathers by the late Robert Harris,
C.M.G., R.C.A., where Canada's tenth Province
is represented by the figures of Sir Ambrose
Shea and F.B.T. Carter.

An interesting story in this connection was
related by the distinguished painter to his nephew,
Mr. James E. Harris, of Charlottetown,
some years before his death.

The painting as originally planned was to
have been of the Charlottetown Conference of
September, 1864, but the Dominion Government
later requested that the scene be laid at the
Quebec Conference of October of the same year.
Mr. Harris spent the spring and summer of 1883
in Charlottetown drawing a full-size cartoon in
charcoal, and in October he moved to Montreal
where he painted the picture during the winter
of 1883-84.

In his cartoon of the Charlottetown Conference
he had included the two Newfoundland
delegates, Shea and Carter, but as the Ancient
Colony remained aloof from the union he called
Sir John A. Macdonald's attention to the matter,
and asked if he should omit them from the
finished work.

"Put them in, Harris! put them in!" Sir
John exclaimed. "It will not be long before Newfoundland
comes in as a Province."

As events turned out, Sir John's prophecy
was somewhat premature, but his vision of the
Dominion of Canada as embracing all the
Provinces of British North America was one which
he never lost sight of, and it was characteristic
of him that he should insist on having Newfoundlanders
among the Confederation Fathers.
Mr. Harris' great painting was lost in the
fire of 1916 which destroyed the Parliament
Building at Ottawa, but many replicas survive,
as well as the charcoal sketch which hangs in
the railway committee room of the present
Building. There stand Newfoundland's representatives
among the other "Fathers", in accordance
with the express desire of the Dominion's
first Prime Minister.

C. N. R. Deficit & Freight Rates

The annual report of the National Railways
for 1948, disclosing a deficit of \$33,530,000—the
largest since the end of the war—should not
be taken as indicating any loss of efficiency by
the publicly-owned system. Nor, argues the
Winnipeg Free Press, should it be regarded as
having any bearing upon the present freight rate
hearings. Owing to the special conditions prevailing
in the war years, the National turned in
fairly large over-all surpluses. But post-war
developments have brought increased costs, largely
due to increased wages, with the result that
both in 1947 and 1948 the system reported an
over-all deficit. There is, of course, nothing new
or extraordinary in the National railways showing
a deficit. Up to 1941, the National almost
invariably showed over-all deficits. In 1936, the
amount was \$43 millions; in 1937, \$42 millions;
in 1938, \$54 millions and in 1939, \$40 millions.
In considering these deficits the Free Press
suggests that there are two points to be kept
in mind. The first is that the National Railways
is a combination of bankrupt privately-owned
railways and of government lines built for
developmental rather than for strictly economic
purposes. Thus the National comprises the old
Grand Trunk, the Grand Trunk Pacific, the
Canadian Northern, the Intercolonial and the
Transcontinental. The privately owned roads
were taken over because they could not be
allowed to cease to operate because of insolvency.
The government roads, being constructed
primarily for political purposes, had never showed
a profit. Hence the decision of the Dominion
Government, since the inception of the National
railways, to base freight rates entirely upon the
C. P. R., which was built as a single transcontinental
system, and by its structure is capable
of working more effectively in terms of profit.

The second point is that there are special
reasons why the National Railways deficit should
not be regarded too seriously. When the National
Railways was created, Parliament bulked
all the capital obligations, real and unreal, and
most of the debts into the capital account of
the new publicly-owned company with the result
that the National has always been heavily
over-capitalized. The adjustments in the capital
structure made by Parliament in 1937 eliminated
chiefly the accumulation of earlier deficits
with interest thereon. In the 21 per cent increase
judgment of the Transport Board a year ago,
the National Railways was ignored as a
yardstick in the fixing of freight rates for the
very reason that its capital structure was too
heavy.

The bearing of these excessive capital
charges on the deficit becomes apparent when
the annual report of the National for 1948 is
examined in detail. Operating revenues increased
from \$438 million in 1947 to \$491 millions
in 1948. Operating expenses rose from \$397
millions in 1947 to \$464 millions in 1948. There
was, therefore, no loss on operating account.
Rather the National made an operating profit
of \$26.5 millions, compared with \$41 millions
in 1947. After payment of taxes and rentals and
the balancing of other income against other
expenditures, the profit stood at \$11.2 millions.
The comparable figure for 1947 was \$27.9
millions.

Now come the capital charges. Interest on
funded debt held by the public is \$23.2 millions.
The company can meet \$11.2 millions of this
and will have to call on the government for the
balance of \$12 millions. In addition there are
\$21 millions, being the interest on railway debt
held by the government. These two items make

up the total deficit of \$33 millions.
Obviously a revision of the capital structure
of the National Railways, long overdue, would
largely eliminate a deficit of the kind reported
in 1948. No doubt the need for such a revision
will be carefully looked into by the newly
appointed Royal Commission on Transportation.
But certain, as the Free Press contends, it is
not a problem to be solved by increases in freight
rates.

EDITORIAL NOTES

All Fools' Day.

Now we are ten.

A fifteen gun salute at noon today.

The Royal Canadian Air Force is taking
salutes today, its 25th anniversary.

The reorganized Rogers Hardware Co., Ltd.
will continue to carry on under the old family
name, for which thanks be.

As of last night we have a new Canadian
namesake. Newfoundland's slick papered and
readable little publication, Atlantic Guardian, is
now, of course, Canadian.

Ships' figureheads are again making an
appearance on the high seas according to the
National Geographic Society. Norway's new
construction freighters are being adorned with
the heroic sized prow figures usually associated
with the days of sail.

The United States is reported to have saved
no less than \$56,517,421 by the consolidation of
many functions of the separate armed forces.
In this country, where unification has been carried
even further, similar savings must be substantial.

Here is an instance of stamp collecting proving
excessively profitable. A Melbourne business
man recently bought five 1d. postage stamps for
\$1,280. They were five used specimens, in a
strip, of the first stamp issued by New South
Wales, the 1850 "Sydney views."

The sale of skim milk in Charlottetown
means that parents will be able to supply additional
wholesome food to their children despite
present high prices. We are getting away from
the situation where only the butterfat was used
for human consumption and a really valuable
part of milk was fed to animals.

Dr. William Harvey, English physician born
this date 1578, discoverer of the circulation of
the blood. He proved by careful reasoning and
demonstration that the contractions of the cardiac
ventricles propel through the pulmonary and
systemic arteries the same blood which the
pulmonary and systemic veins return to the
cardiac auricles.

It was announced on March 22 that the famous
British Company of Shakespeare players
from Stratford-on-Avon are likely to tour North
America. It is proposed that the visit should
be arranged immediately after the end of this year's
season. Plans envisage a one month's tour of
Canada followed by a six weeks' tour in the
United States. There would be a four weeks' season
in New York with a programme of three
plays. The visit to the U.S.A. will be made under
the auspices of the New York Theatre Guild.
Arrangements are still subject to final approval
by authorities concerned. But it is not anticipated
any obstacles should arise.

The "Red" Bishop of Birmingham, Dr.
Barnes, who recently lectured in Canada and U.
S. A., made some criticisms of the Bishops (Retirement)
Measure at Birmingham Cathedral
during the course of an address on "The threat
to liberal theology." Dr. Barnes said that reactionaries,
who were well meaning if misguided,
wished to keep out liberal bishops or else make
sure that they were capable of removal if appointed.
Such power could not be obtained without
an change in the law. If Parliament approved
a measure bearing the innocent title Bishops
(Retirement) Measure, a small cabal of bishops
could bring before a tribunal, consisting only of
bishops, some liberal colleague of whose views
they disapproved. You might not believe me,
continued Dr. Barnes, when I say that all this could
happen to a man for expressing disbelief in
Jonah's whale or Noah's ark. Though he regretted
to have to speak in this way, he could not keep
silent when religious truth was menaced by repressive
action. "We were now fighting what
seemed to be a desperate battle for liberal theology
in the Church of England." The Bishops (Retirement)
Measure is due to be discussed before
the Church Assembly in June.

Mr. John Diefenbaker (PC—Lake Centre)
told the Commons that the time has come for
Canada to take the "fullest" advantage of the
United States market for farm products. Stressing
the "grave and serious" situation created by
Britain's inability to purchase Canadian foods,
he urged the Government to take advantage of
the tariff concessions granted Canada under the
Geneva trade agreement and open the U. S. market
to Canadian agriculture. The Government
should remove its embargos against the export
to the U. S. of Canadian hogs, pork and dairy
products. He spoke on second reading of a bill
to continue for another year the federal boards
empowered to requisition farm products to fill
the United Kingdom food agreements. Mr. Gardiner
said one reason Britain was going to Europe
for food was the Empire trade agreements
negotiated by the "Tory Party of Britain and the
Tory Party of Canada" in 1932. The agreements
fixed quotas on British imports from other
countries. Now Britain was buying from those
countries the quotas set out in the agreements.
He said the late Viscount Bennett was at the
head of the Conservative Government in Canada
at the time the agreements were negotiated. "A
great man," interjected Mr. C. W. Hodgson
(PC—Victoria, Ont.) "Yes, he was a great man,
greater than anyone in that party now,"

PUBLIC FORUM

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

MILK SALES

Sir,—In view of the introduction
of the sale of skim-milk in
Charlottetown, and the statement
that milk consumption has
decreased considerably since
the last price increase, may I
point out that a number of
the larger milk distributors
have, in fact, increased their
sales over the corresponding
months of last year.

Similar increases are noted
in the Monthly Dairy Report
of the Ontario Department of
Agriculture. Sales of fluid milk
increased in December, 1948,
over the same month in 1947
by 4.7%. In January 1948,
an increase of almost 1,000,000
quarts is reported over
January 1947 with an average
increase of about 1/2 cent in price.

There would seem to be a
difference of opinion in the
medical profession regarding
the food value of skim-milk.
Some doctors consider it of
little value. That is a matter
for expert opinion, but a farmer
who wants to raise good calves,
the best of them are not raised
on skim-milk.

I am, Sir, etc.
A DISTRIBUTOR.

The End Of An Era

(The Western Star, Corner Brook,
Newfoundland)
There now appears to be no
doubt that ere another weekend
edition of this paper goes to press,
this proud little Island Dominion—
oldest of Britain's possessions
overseas—will have become a part
of the great Dominion of Canada.

Regardless of forms of government,
Confederation, Responsible
Government, and the spirited
campaigns of the past two or three
years, it is certain that all Newfoundlanders
will experience an emotional
tug at their heart strings on
next Friday morning when they
realize that for the first time they
are Canadians.

They do not regard Canada as
a dictatorial power which has
moved in to take away their freedom
—it goes much deeper than that.
Though she has suffered both
hardships and prosperity under
many different forms of government,
this little island has been
"ours" for well over four hundred
and fifty years and notwithstanding
the fact that we are throwing
in our lot with our friendly and
democratic neighbours who may
bring us even greater opportunity
for economic security than we have
ever known, that feeling of sadness
and of deep personal loss cannot
be erased by the mere stroke of a pen.

Besides our economic resources
and three hundred thousand loyal
British subjects who know naught
of the cancerous isms which infest
the greater part of the world, we
are bringing to Canada a land
steeped in tradition and bearing a
proud history of a heroic struggle
for independence.

From the despotic rule of the
Fishing Admiral, the exploitation
of the West Country merchants
and the encroachments of the
French, we emerged as a prosperous
little Dominion of the British
Empire, only to be stricken by a
great depression from which we
were unable to emerge without
outside assistance.

It is only natural therefore that
in every town and hamlet in the
Island Newfoundlanders will look
back on the proud record of their
forebears and recall tales of the
good old days when Britain's first
colonists and their descendants set
about their work laying the foundations
of a great Empire.

But this tinge of sadness on the
day of the country's entry into
Confederation will not prevent our
good people from remaining proud
and industrious Newfoundlanders
and as such, good Canadians.

It is a certainty that they will
continue to add to their good
reputation which they earned on the
battlefields of Europe, on His
Majesty's ships at sea, on the
deserted exploits on the land and
on the waters around the shores
of their beloved Island.

Old Charlottetown

(And P. E. I.)

STATUTE LABOR RETURNS

A return of the inhabitants of
Charlottetown who were required
to perform statute labour on the
streets for the year 1796 gives
the following names of all the
householders in the town, together
with the number of hours of labour
to be performed and the amount
of fines paid in lieu of work done:
Daniel Grandine, Robert Hudson,
Thomas Gary, Richard Manfield,
Lewis Clark, Michael Keefe,
Robert Elmer, John Condon,
Augustus Killpark, John Brecken,
John Anderson, John Cooke,
John Lockwood, George Gippon,
Jacob Hart, Jeremiah Myers, Samuel Fullerton,
Alex. Fullerton, Doctor Gordon,
Sergt. Nird, Capt. Dalrymple,
John Raney.

INSIST UPON Supply SOFT DRINKS NOW LESS
THE FLAVOUR LASTS LONG AFTER THE GUM IS GONE
CHEWING GUM NOW 5¢
NOW HE CAN GO SOMEWHERE ELSE AGAIN BESIDES CHURCH!

Lenten Meditations
The Times, London
THE LIVING GOD

The Poet's Corner
THE IDEAL CAPTAIN
A long-legged straddling giant is
not my choice for a chief—
Curled and haughty and shaven,
a proper sort of a beau;
Give me a bow-legged bantam,
stout if his body is brief,
Firm of foot, quick witted, full of
spirit and go.
—Archilochus, 5th Cent. B.C.

The Age-Old Story
Be not afraid of sudden fear,
neither of the desolation of the
wicked, when it cometh. For the
Lord shall be thy confidence, and
shall keep thy foot from being
fallen.

TWO YEARS FOR THEFT
TORONTO, March 31 — (CP) —
George W. Lowry, 20, today was
sentenced to two years on eight
charges of theft, involving \$14,000,
from persons for whom he had
contracted to build homes.

NAVIGATION SEASON OPENS
OWEN SOUND, Ont., March 31
— (CP) — The 1949 navigation
season was officially opened here
today with the arrival from Sarnia
of the Imperial Oil tanker, Imperial
Kingston.

G. F. Hutcheson & Son
OPTOMETRISTS
Specialists in the fitting of
glasses for the correction of
ocular defects.
55 GRAFTON STREET

SPRING SAMPLES NOW IN
J. P. MacPherson & Son
Men's Made-to-Measure and
Stock Clothing

The Living Trust
Here is a service many men of affairs are
finding of great value. Should you, for
reasons of health, or simply to provide your-
self with more leisure, desire to relieve your-
self of management details . . . just place
your responsibilities in our hands. Our ser-
vice covers the management of your invest-
ments or real property, under the terms of
a living Trust.

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Notes By The Way
Too often new people come to
Canada and, instead of becoming
Canadians, attempt to set up in
this new country little bits of the
country they have left. Sir Donald
Mackenzie-Kennedy, former Govern-
or and Commander-in-Chief of
Mauritius, who is coming to Canada
with his family, said something
the other day to which all new
Canadians should pay some atten-
tion. He said: "We intend to
become Canadians — not English
people living in Canada." What
Sir Donald said should be taken
to heart by all new citizens of this
land. Unless our new citizens be-
come Canadians in every sense of
the word they will not be doing
their full part in the great change
they have made in their lives, a
change that is affecting us all.
—Vancouver News Herald.

Judge Curtis Bok has just made
a resounding contribution to the
law of obscenity in literature. This
enlightened Philadelphian had be-
fore him the case of a number of
booksellers rounded up by vice
squad detectives for selling the
works of such writers as James T.
Farrell, William Faulkner and Erskine
Caldwell. Obscenity, says
Judge Bok, is "sexual impurity".

There is hope that the "West-
minster Abbey Waxworks", instal-
led early last century and moved to
safety during the war, will be on
view again. The Dean of West-
minster, Dr. A. C. Don, has vest-
ment seen them (they are boxed in
store), but he would like to, and
he thinks they ought to be return-
ed as a group. The life-size effigies,
experts agree, present re-
markably good portraits, and most
are wearing costume from the
wardrobes of the deceased. Queen
Elizabeth ("Gloriana") is of the
company, spiky-footed, crowned, the
frail shoulders burdened with paste
jewels. The modeller who faith-
fully reproduced the sharp, pinch-
ed nose and pendulous-dewlaps was
no flatterer. Elizabeth, probably,
would have liked him on that ac-
count. The other queens are Anne,
and Mary who consorts with her
William. Finest of the effigies is
that of Charles II. Mr. Lawrence
E. Tanner, Keeper of the Muni-
cipal Museum, thinks it is the most au-
thentic likeness of the monarch that
exists. The figure stands 6 ft. 2 in.
Charles was described as "above
two yards high." The King looks
soulful and rather harassed. —Lon-
don Daily Mail.



GABARDINE TOPCOATS FOR MEN
From England to You! Fine all-wool Gab-
ardine, tailored into Topcoats by one of
Canada's leading makers. Sizes 35-44.
\* Fawn
\* Cinnamon
\* Olive
\* Gunmetal
\* Aquamarine
\* Sea Blue
\* Buff
Select Your Gabardine Today
HENDERSON & GUDMORRE
WHERE QUALITY IS SURE