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The Strongest Memory is Weaker Than
the Weakest Ink.

CHARLOTTETOWN, THURSDAY, JULY 28, 1949

Meat Exports To U. S.

A significant change in the live cattle and hog situation is noted in a western exchange. Due to last year's record corn crop, and another forecast this year, the pig crop in the U. S. is growing by leaps and bounds.

Between August 16 and December 31, 1948, a total of 241,380 head of beef cattle were sent across the line from Canada, at a roughly estimated value of \$45,862,200 in those four and a half months.

The same relative decline is noticeable in exports of dressed beef and veal. In the first period, Aug. 16 to Dec. 31, 1948, exports of Canadian dressed beef and veal to the U. S. were 83 million pounds.

Canadian calf exports are holding up much better. In the first period, Aug. 16 to Dec. 31, 1948, they were 23,869 head against 22,054 head in the last six months to July 6, a total estimated value of \$2,296,150.

Dressed mutton and lamb exports to the U. S. also rose from 114,345 pounds in the first four and a half months period to 268,635 in the last six months.

The decline in the Canadian live and dressed beef shipments to the U. S. in the last six months is in line with an increase in marketing of U. S. steers in that country, and a shift from higher to lower grades of meat with the slow decline in U. S. consumer incomes.

The U. S. spring pig crop was 15 per cent. larger than last spring and 59 million pigs were saved. It is forecast that approximately 37 million U. S. pigs will be saved from the fall crop or a total of 96 million for the year.

A record total of 36 million head of cattle slaughtered in 1947 may still affect beef output in 1950 but much less than in 1948. In general, it would appear therefore that while Canadian meat prices now follow the U. S. market since the ban was lifted on our exports, the peak prices of the last year are not to be anticipated in the future.

The "Sucker" Racket

Promoters of bogus Canadian mining and oil stocks, mostly operating from Toronto, have struck a lucrative "vein" in peddling their stocks in the U. S. A million dollars a week was being rushed to Toronto from the U. S. in 1945, according to an "unofficial estimate" quoted by a Washington magazine.

The traffic has continued to flourish since that time, and now much of it is based on Alberta's oil boom. The promoters know it is against the law to solicit or sell unregistered issues in the U. S., but the extradition treaty between Canada and the U. S. does not cover violations of securities laws.

Within the U. S., speculators are protected by the U. S. Securities and Exchange Commission, which requires that all stocks must be registered with it. Legitimate Canadian issues are so registered. All others offered for sale violate the U. S. securities laws.

Canada, unfortunately, has no national agency comparable to the U. S. Securities and Exchange Commission, although each province has its own legislation regulating sales of securities and enforcement measures.

EDITORIAL NOTES

The Transportation Commissioners and staff leave today for the mainland after three days sitting here.

After freight rates, fishery industry investigations at Moncton, then, later, the Butter v. Butter substitute appeal before the Privy Council in London.

It would only be fair if the Transportation Commissioners who have been listening to all the Island's disadvantages, should now be able to enjoy some of its charms.

Historians may well refer to World War II as the Sandwich War. It began with the extended phony war, developed into a real fight, and ends with the victors unable to agree on imposing peace treaties on the vanquished.

The C.C.F. have started to reorganize their forces in an endeavour to recover lost ground. The Federal Conservatives intend following suit just as soon as Leader George Drew gets settled down in Ottawa. The young Liberals intend holding a convention of their own next month.

Officers' swords, which are now optional kit in the British army, are coming in for a good deal of mockery in the Labour-dominated House of Commons. Today the sword is purely symbolic and ornamental and Socialists have the greatest contempt for any but their own symbols.

Island Scouts returned from the Jamboree at Ottawa bring with them the realization that boys from other parts of Canada and the United States are very much like themselves, the apparent differences due to environment being largely offset by their common uniform and training.

Prince von Bismarck, German Chancellor, died this date 1898—the statesman more than any other man responsible for the unification of the German states and the foundation of the German empire. He served two sovereigns, William I, and Frederick, but was dropped by William II whom he profoundly distrusted because of his inexperience in statecraft and impulsiveness.

This is news the Royal Commission on Transportation should have had while here. The French national railways have introduced at Lille a new model of light motor train intended for lines where the traffic is light.

London, instead of Chicago, has been selected as the permanent home of the new International Wheat Council. This body recently concluded its first meeting in Washington, one of the main items on the agenda being to choose a site for world headquarters. The Council was set up in March under the terms of the International Wheat Agreement, concluded by representatives of 42 nations and coming into force on August 1st.

Land under cultivation in Scotland is being steadily expanded. This is shown in the Scottish Department of Agriculture's first postwar report recently presented to Parliament by the Secretary of State for Scotland, Mr. Woodburn.

There is always interest in finding a reliable means of assuring one's self of the death of a subject. There are several such methods known today and M. Balthazard has just added another, in a communication to the Academy of Medicine. It consists in injecting one to two cubic centimetres of ether under the skin. In case of death, the liquid comes out in a little jet when the needle is withdrawn. If a vestige of life remains, however little, the ether diffuses into the tissues. This simple procedure has the advantage of not alarming the relatives and affords no danger to the subject if life is present. It furnished, also, an immediate reaction. First used by Dr. Rebouillet twenty-five years ago, it has not been made public until now.

Where love and money differ — seen from different angles. Romantic couples may think of the Buffalo-Niagara Falls evening train as the "honeymoon express" but to the New York Central Railroad it's the "poorhouse special." Operating the run during the last three years cost the railroad an unromantic \$98,840, according to Raymond E. Mann, New York Central special agent. His report was submitted to the State Public Service Commission, which held a hearing June 16-17 on the railroad's application for permission to discontinue the train. The commission allowed the railroad to submit the additional report. It shows that between June 16, 1946, and May 31, 1949, the company took in \$35,818 and paid out \$124,658. "Each time the train clicked off a mile we lost \$1.57 in 1947, \$1.79 in 1948 and \$2.22 so far this year," said Mann.

Old Charlottetown

(And P. E. I.)

BATTLE OF CROKER'S HILL

As the men belonging to the detachment of the Rifles Brigade stationed here for returning home from the Races on Friday evening, at about six o'clock, quietly and in order, and were about descending the short hill from Mr. Croker's, to the bridge at the head of Mr. Wright's mill-pond, they were suddenly attacked by a body of ruffians, numbering it is supposed about 100, who assaulted them with a shower of stones, no doubt with the intention of inciting them to commence a general battle.

Upon the receipt of the first volley the men were directed by the Sergeant in command of a platoon that had attended to enforce order among the soldiers, to descend the hill backwards, so as to face the opposers, and prevent their being overpowered with numbers. Having gained the bridge, they could then have made good their retreat in peace.

One of the soldiers fell, thereby presenting a mark for the missiles of the invaders and a signal for a more general onslaught. The poor fellow himself is dreadfully cut. The detachment was now surrounded, and hemmed in so completely that no way for their preservation from further insult and annoyance appeared, but to make effectual retorts of the weapons which they were armed. The word of command—Draw—being given, was promptly obeyed, and they had rarely to cut their way out of the crowd in which they had been menaced.

Several of the persons belonging to the assailants have deservedly received arrears of punishment, which will for some time remain, and one individual, Mr. Joseph A. Fleck, of St. Peter's Road, who was in no way connected with the party, but was accidentally brought in with the mob, had his cheek literally cut out.

We cannot decide upon the right or policy of the soldiers in drawing their swords, but it is not merely state, as nearly as we are able to trace them, the facts which occurred. At any rate it is hoped that the attempt to incite rival parties who have been long itching for a collision of this nature, not to be too fond of interfering with the military.

From the Royal Gazette, Sept. 27, 1843.

Trade Unionism vs. Communism

(This article on the unofficial dock strike in the United Kingdom is by Mr. Arthur Rankin, general editor of the Transport and General Workers' Union. It is from the current issue of the Transport and General Workers' Record.)

Stand firm against Communist agitation. This was the warning I gave to our readers in the January 1949, issue of the Record. I then pointed out that information was reaching me that an attempt was being made by the Communists to create confusion in the dock transport industry in this country during the coming year, and that the deadline for action would be August 1, 1949.

Arising from this a spate of abuse was let loose, and an attempt was made in the Press and in public places to ridicule the suggestion. How true and timely was this warning is borne out by the happenings of the past two months.

Our people in the docks have again been fooled into participating in unofficial action and taking part in a dispute which has no foundation in any industrial grievance affecting our members in this country. In point of fact, it is very questionable whether, even in Canada, the issue which has arisen with the Canadian Seamen's Union has any relationship at all to wages and working conditions.

Let our members clearly understand and remember that when the trouble started at Vancouver, Liverpool and London, well-known Communists got busy and worked upon the emotions of our members in a most specious manner, so that there was a breach of Trade Union principle involved.

If this had been so, then it was clearly a matter for the Canadian Trade Union to deal with, on the other side of the Atlantic. However, instead of doing this and challenging the position at home, the Canadian crews, in furtherance of the policy of the Canadian Seamen's Union, sailed in Canadian ships, deferring strike action until reaching this side.

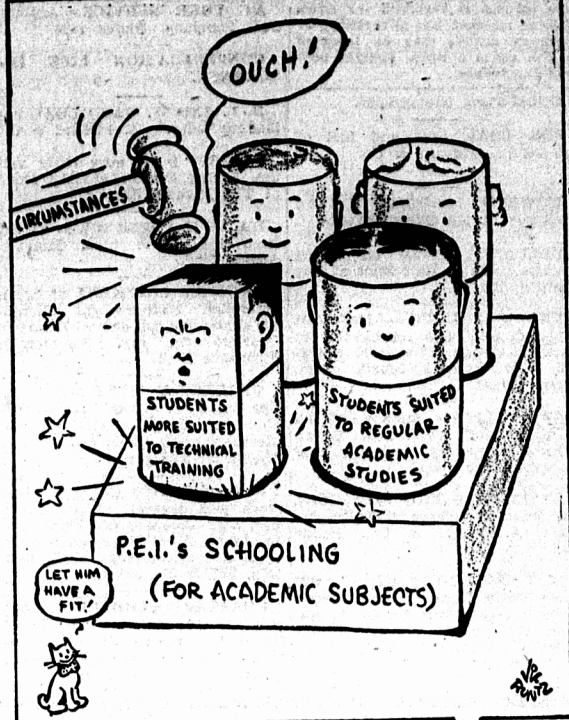
In other words, they dumped the problem they had created upon our doorstep, a practice without precedent in the Trade Union Movement.

This attempt to interfere with the flow of trade with this country is merely another facet of the attempt that is being made on the part of international Communism to prevent our economic recovery, and especially the flow of American aid to Europe.

For a very long time a drive has been going on by the Communists to gain a foothold in those unions on the waterfront having a membership amongst dockers, in France, Italy, Australia, Finland and Belgium; there has been a determined effort to get a foothold in this important industry.

The Communists recognize that it is the vital life-line of the country, and that if they can interfere with transport, then they can make very difficult the task of economic recovery. How do these people work? Quite simply, by carrying on whispering campaigns, encouraging people to believe that they can make progress only by being in a constant state of conflict with their employers, whether it is the State or any other form of employer; by carrying on constant agitation against a disciplined approach to the solution of these problems with which we are faced, and bringing a barrage of misrepresentation in regard to the intentions of those responsible for leadership, either in the industrial or political side.

Needed: A Box For The Square Pegs



In addition, strong-arm methods are used—intimidation and even violence is threatened. If these people cannot gain control of the Trade Union Movement through the democratic procedure of the Trade Unions, then their purpose is to create such confusion and conditions as will bring the Trade Union Movement and its leaders into disrepute.

How long are our members in dockland going to be led by the nose and intimidated in this way? Have our dockers become so timid, so forgetful of their past sturdy independence, that they are prepared to put up with this sort of thing? Most frequently during these disputes, it is no exaggeration to say that our members participating have little or no knowledge of the issues involved. Such distortion and exaggeration takes place that men are on the stones without knowing what the trouble is really about, with the result that the Trade Union Movement is held up to ridicule.

In an atmosphere of this character, with the tremendous loss that the nation has experienced during the last few months, it is no wonder that the Government and industry challenge us, to know exactly where we stand.

Let us pause for a moment and look once again at the action of the Communists within our Movement. Their approach is based upon a so-called minority. Has this any foundation?

This, I suggest, is not a correct assessment of their attitude. They are merely agents of a policy devised by international Communism and expressed by the British Communist Party as an interpretation of world-wide Communist policy.

The first requisite of every unofficial dispute is a resumption of normal work. Above all, those of us who are responsible for negotiations, and for looking after the interests of our members, have to spend our energy and waste our time in dealing with unofficial disputes, instead of being able to deal with the day-to-day problems.

In fact, we have been severely handicapped in dealing with legitimate questions of great importance to our members, i. e., additional holidays with pay and an effort to negotiate some provision for the aged men.

The recent statement by the Minister of Transport on the losses incurred through unofficial action—1,500 days during the past two months—pointed out that there is nothing anybody in this country can do to influence the dispute in which the Canadian seamen are involved.

Mr. Barnes continued: "The striking union has, in fact, been disaffiliated about the Canadian equivalent of our T.U.C. Through disputes over Canadian ships we have lost the equivalent of over 30 round trips across the Atlantic and 300,000 tons in imports to say nothing of exports. In the past 18 months," Mr. Barnes added, "the unofficial dock stoppage had lost the equivalent of nearly 90 Atlantic round trips."

"The cumulative effect of such losses could be calamitous in the country's present difficulties. This is underlined by the statement of our Prime Minister in his Manchester speech, pointing out the disastrous effects if this policy continues, and must be regarded as a warning to our members. Mr. Attlee told unofficial strikers bluntly that they were not only harming their country but acting in the interests of people who did not care for them."

Mr. Attlee went on to say that these people did not mind how the people suffer, emphasizing the fact that our movement was built up by people who believed in a Britain where freedom and democracy prevailed.

This, then, at once stands as a challenge to the Trade Union Movement. We must take active, practical and immediate steps to deal with the menace in our midst. Those responsible for this type of action must be brought to book.

Dockers have always been in the forefront of the fight for freedom. We have kept religion and politics out of negotiations at industrial level. This must continue. The Trade Union Movement can maintain its position, make progress and deal with those problems which arise from day to day only if we recognize very clearly our responsibility and carry out our agreements. This is the rock upon which good and effective trade unionism is built. That there is a growing recognition of this fact among our members is to be found in the clear expression of opinion given by the members of our London Crane Drivers' branch, when they recently called for an inquiry by the executive into the activities of these subversive elements within our midst. I am sure that the executive will respond. In the meantime, our members themselves must take an active

The Age-Old Story

MOONLIT APPLES

If any man sin, we have an advocate with the Father, Jesus Christ the righteous. He is the propitiation for our sins; and not for ours only, but also for the sins of the whole world. I write unto you, little children, because your sins are forgiven you for His name's sake.

part in cutting out the canker. Those people who assume unofficial leadership, who are constantly to the forefront in every dispute which arises, must be given their marching orders.

The Union will stand by our members in every legitimate difficulty which arises and will use the negotiating machinery which has been so laboriously built up over the years and which, without question, has been the medium by which the conditions in dockland have been established.

We have nothing to be ashamed of so far as our record of work for the dockers is concerned. I do not want to look backward, but it would be well if our members cast their memories back to the struggle over the last 60 years in dockland, and recognize the great strides which have been made; the value of the Dock Labour Scheme which we have established, completely changing, as it does, the standard of life and giving security to the dock workers.

This must not be imperilled by ill-considered action. We must not get ourselves into the position of being regarded as utterly unable to carry out our agreements and have it said that there is no value or purpose in union agreements.

Just a word about our Labour Government. We have a duty and responsibility to go forward in step with our own people in laying down a foundation upon which a truly democratic state exists, with the Trade unions playing a very full part and with an acceptance of responsibility and adherence to those principles upon which our movement has so surely been built.

FROM SHOES TO RADIO

LONDON — (CP) — Stewart MacPherson, 40-year-old Winnipeg born former shoe salesman, was voted British radio's top broadcaster in a newspaper poll.

The Poet's Corner

MOONLIT APPLES

At the top of the house the apple are laid in rows, and the skylight lets the moonlight in, and those Apples are deep-sea apples of green. There goes A cloud on the moon in the autumn night.

A mouse in the wainscot scratches and scratches, and then There is no sound at the top of the house of men. Or mice; and the cloud is blown, and the moon again Dapples the apples with deep-sea light.

They are lying in rows there, under the gloomy beams; On the sagging floor; they gather the silver streams. Out of the moon, those moonlit apples of dreams, And quiet is the steep stair under.

In the corridors under there is nothing but sleep, And stiller than ever on orchard boughs they keep. Trypt with the moon, and deep a the silence, deep On moon-washed apples of wonder.

—John Drinkwater

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