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Urges Use of Better Packages for Local Potatoes

As a result of recognition by U. S. potato growers through the National Potato Council that better and more attractive packages of potatoes will have to be put up in order to offset the declining demand and to meet competition from various other sources, Mr. E. M. Lavitt, president of the Lavitt Potato Company here recommended in an interview yesterday that Prince Edward Island shippers and growers should take immediate cognizance of this movement and do everything in their power to bring up the standard of Island packages to that of United States competitors.

Mr. Lavitt who has just returned from attending a three day meeting of the National Potato Council held in Washington, D. C., stated in the interview that the quality of Island potatoes was the seaboard, a fact that all the largest United States growers readily admitted. But, Mr. Lavitt, recommended more attention be paid to weight, packaging and uniformity of the bags in cars.

Many of the bags are short in weight, he said, due to the fact that the potatoes are bagged in the fall and are not re-weighed when being shipped in the spring. In this respect, he noted that larger producers of seed potatoes in New Brunswick are advertising freely in the United States that their product are freshly packed the day before shipping; packages are proving more attractive and this is giving the N. B. shippers a decided advantage over Prince Edward Island growers.

In concluding his interview Mr. Lavitt recommended that potatoes be graded just prior to shipment, an attempt to make the quality of the packages as attractive looking as possible. In connection with the weight shortage, a difficulty that has been run into quite frequently Mr. Lavitt recommended that a requirement might be made that no potatoes be shipped that have been packed for more than 60 days prior to the date of shipment.

Moscow May Revive Dream Of Revolution

Maritime Liberal Urges Better Deal

(By William L. Ryan, Associated Press Staff Writer)

Does Moscow feel the time is ripe for reviving the Lenin dream of world revolution?

A new Comintern Communist International—embracing the Communists of all the world—may be taking shape. Events of the last two weeks form a pattern which seems to indicate this.

In quiet succession the Communists of France, Italy, Britain, Germany, the United States and Austria have announced they would welcome the "liberating armies" of the Soviet Union if war should erupt between the east and west.

The Communist International Information Bureau (Cominform) may be getting ready to hatch out a military alliance to match the projected North Atlantic pact. There are reports that a Cominform military conference has been called for March 15 in Hungary.

In the concept of Nicolai Lenin, hero of the Russian revolution, Russia was looked upon as the beginning point of a world revolution of the proletariat. Under Stalin, however, Russian Communism for a while took a different road, tending toward national development.

War Changes Plans

The war had much to do with Russia's temporary disavowal of the world revolution idea. In 1943 Stalin announced the dissolution of the Comintern, founded by Lenin in 1919, and which was to have been the instrument of world revolution.

With the war over and the Allies victorious, the Russian attitude began to change again. Nationalism no longer was popular with the Russian Communists. The Cominform was formed around the Communist Parties of Russia, Poland, Czechoslovakia, Romania, Bulgaria, Hungary, France, Italy and Yugoslavia, with the announced intention of fighting the Marshall Plan.

Marshal Tito of Yugoslavia was concentrating his Communist regime on rebuilding his country first and thinking in terms of world revolution second. This "nationalist rightist deviationism" was expelled in disgrace from the Cominform.

The announced purpose of the Cominform was propaganda, but it turned out to be a little Comintern, closely knitting the Communists of Europe.

Series of Statements

Maurice Thorez, secretary-general of the French Communist Party, said the French people might be led into war against their wishes and might find that the Russians had to "chase the enemy onto our soil." In such a case, he said, the French would welcome the Russians as liberators.

Then Palmiro Togliatti, Communist boss of Italy, made a similar statement. The Italian people, he said, would aid Russian armies if the Russians ever chased "an aggressor" onto Italian soil.

Two days later Harry Pollitt, general secretary of the British Communist Party, said British Communists would try to sabotage any "imperialist aggressive war" against Russia.

A day later the German Communists were heard from. The Communist-led Socialist Unity Party declared that "in case of any aggression the German people must fight against the aggressors and support the Soviet army in its effort to create peace."

Wednesday night the same sort of statement came from the Communists of the United States. They pledged themselves to oppose any war provoked by "Wall Street" interests.

Thursday the Austrian Communist Party was heard from. Said the Austrian Communist newspaper Volkstimme, "the Austrian people will support the Soviet Union in case of war," and "will not shed blood for the dollar."

The statements all had something in common. They were all carefully prepared statements, and, with the possible exception of the Austrian one, all issued by the party's top leadership.

Automobile Industry Returning To Normal

(By The Associated Press)

DETROIT, March 3—If the signs of the times aren't misleading the automobile industry rapidly is moving back to something resembling normality.

Principal indications of the trend are in easing of credit restrictions; an intimation by the Ford Motor Company it regards wage increases at this time as impractical; and production cutback by another car maker.

The Federal Reserve Board's action last night in extending to 21 months the time a motorist in the United States may have to pay for his car generally is expected to stimulate both new and used car buying.

Latest of the car makers to cut production is Hudson. It has been quite generally understood that Hudson has been catching up with its unfilled order list. But that is true, too, of most other car makers in Hudson's field.

Hudson said its output of 972 cars daily, will be reduced to 800. Earlier this year Kaiser-Franzer cut its daily output from close to 800 cars to around 400. Then it put its Willow Run assembly workers on a four-day week.

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Mothers' Allowance

Continued from page 1

kind. Asked by Mr. Bell whether it provided for illegitimate children, he replied in the negative. He understood there was some such provision in some of the other provinces, but not in Nova Scotia or New Brunswick. He hoped to enlighten the committee more fully on this subject later. In the meantime he invited suggestions from the committee.

Mr. Saville maintained that illegitimate children should be included.

Hon. Dr. MacMillan said it would be well to give serious consideration to this point. "I know this Act is very important because it will reach people—widows and orphans—who are very difficult to reach otherwise," he added. "I approve of it very much. On the other hand the illegitimate child is a human being, with a soul, the same as any other child. They are in this world not through any will of their own and they should be looked after. The statutes of this Province regarding illegitimacy are not nearly adequate; even the largest amounts are not enough. The Orphanages especially have borne a very great burden for years in dealing with these cases. I would advise that consideration be given to illegitimate children when we are putting

through this bill."

Hon. Mr. Matheson assured the committee that it was not the intention to pass the bill today, and this question could be held for consideration. In reply to questions he explained that the Government is now paying allowances for children whose parents are in the Provincial Sanatorium, or under extra mural treatment for tuberculosis.

The Act does not provide for crippled children, he added, but the Department is now paying allowances under direct relief or welfare. He did not think it wise to have such payments included in this measure.

Mr. Baker: "In other words, this would be supplementary to what is called children's allowances?"

Hon. Mr. Matheson: "That is right."

Mr. Bell said he was pleased to see this bill introduced. It was badly needed and will be of wonderful assistance.

The clause in the interpretation section defining "child" as meaning a legitimate child and including a stepchild and child legally adopted by a husband and wife jointly, was held over, also a section dealing with Canadian citizenship.

Provision is made for the Act to come into force by proclamation. Hon. Mr. Matheson said there would be no undue delay in taking this action.

The committee reported progress.

Unruly Commons

Continued from page 1

Winnipeg North Centre).

At the night sitting, the debate was continued by C. T. Richard (L-Gloucester); Alan Cockeram (PC-York South); Angus MacInnis (OOP-Vancouver East); T. B. Barrett (PC-Norfolk); Maurice Bourget (L-Levis) and Hazen Arge (OOP-Wood Mountain).

Mr. MacInnis urged that the Government embark now on a "modest" shipbuilding program and that it make it obligatory for Canadian ships to carry Canadian crews. He also asked that labor be given representation on the Canadian Maritime Commission.

Mr. Bourget said it would be "disastrous" for the Government not to provide assistance to an industry which had given 75,000 persons employment during the war. He, too, suggested it was time to replace the existing fleet and said something should be done to have more Canadian exports and imports carried in Canadian ships.

Mr. Manross called for more generous treatment of the blind and the aged.

Mr. Knowles urged the government to inaugurate an overall social security plan.

At the House opening, Trade Minister Howe said the United Kingdom has granted \$3,000,000 in dollar funds to the British West Indies for the purchase of Canadian and United States goods.

Heavy Drifts

Continued from page 1

keep them going until midnight. Mr. Sherren estimated that the week-end should see the main highways of the Province open to all traffic—some, perhaps, sooner.

At 5 o'clock last evening the plow from Charlottetown on the Montague road had reached Southport corner. However, it would continue until midnight. The plow from Montague had gained about six miles from that town.

The Charlottetown to Bonshaw road is open.

The following reports came in at 7 o'clock last evening.

Bucking extremely heavy drifts in the hills, the plow from Hunter River made only three miles towards the city. From the Charlottetown end, on the Malpeque road, the Government plow got as far as Winsloe, about 4 1/2 miles out, and just after dinner, broke down. Maintenance men are repairing it on the road. It is hoped to get through to Hunter River today.

On the Souris road, a plow from Charlottetown got as far as Marshfield. Another left Mount Stewart for Charlottetown and reached Tracadie. It was expected that the road to Mount Stewart would be opened last night.

The plow from Souris made only four miles. Extremely high and heavy drifts were encountered and, in some parts, hand shovelling was necessary to make headway.

The road from Murray River to Montague was open at noon yesterday.

Prince County

Late information last evening advises that No. 1 highway is open to traffic from Summerside to O'Leary.

Exceptionally heavy snow drifts are reported in many places on the Summerside-Borden road.

In an all-day bucking match, the Kensington plow made five miles through to Travellers' Rest.

Serious Obstacles

In the debate, Mr. Chevrier said it must be realized that there are serious obstacles which must be overcome in maintaining a Canadian fleet.

"First, there is the high cost of building it in Canada as compared with the United Kingdom," he said. "I am not speaking in proportions, but roughly speaking the cost of building an ordinary 10,000-ton ship in the United Kingdom is approximately 75 per cent of the cost of building in Canada."

"Secondly, there is the high cost of Canadian operation which exceeds the cost of British operations by 40 per cent. Then there is the question of the availability of cargoes. Even if it were subsidized, it is very doubtful if we could keep our present merchant marine employed."

He recalled that in the past shipbuilding and operation of a merchant fleet had been strictly a wartime business for Canada.

At the end of the last war there were 149 vessels owned and operated by the Canadian Government. In addition, there were 104 Canadian-built ships on loan to the United Kingdom. Twenty-six of the 104 now have been returned and 58 more will be returned next year. The U. K. will retain the remaining 20.

St. F. X. Debaters Defeat McGill

MONTREAL, March 3—(CP)—A debating duo from St. Francis Xavier University, Antigonish, N. S., today out-argued a McGill University debating team.

St. F. X. argued the negative of the resolution that "the Canadian Government should institute a nation-wide policy of state-controlled medical services for all citizens of the Dominion."

Ronald St. John MacDonald of the St. F. X. debating society has yet to be defeated in intercollegiate competition. His teammate, Edward MacNeill of Newton, Mass., registered his second intercollegiate victory.

Report Sabotage In French Mine

PARIS, March 3—(Reuters)—Damage to machinery, believed deliberate, stopped work at a large French coal mine today soon after a National Coal Board spokesman had warned of possible government action against "the campaign of sabotage."

Breakdown of winding gear held up 600 miners at a Pas de Calais pit in the important northern coal basin. Work also halted at a pit in the Douai region when a runaway tram blocked a shaft.

Coal-Board leaflets, distributed throughout the pits told miners they were endangering their lives if they allowed sabotage to continue.

Major Operation

(Continued from Page 1)

fine of \$100 or thirty days for each offense.

When the bill was in committee yesterday Hon. Dr. MacMillan, leader of the Opposition, asked why these sections were being repealed at the present time.

Premier Jones said he had promised to in a radio speech some time ago.

Dr. MacMillan: "Was it because the Minister of Justice made a speech in the House of Commons about disallowing your Act?"

Premier Jones: "I didn't hear anything about that."

Quotes Justice Minister

Mr. D.L. Matheson produced a copy of the Hansard report of the

House of Commons debates, Feb. 3, 1949, in which he quoted Hon. Stuart Garson, Minister of Justice, as stating in reply to a question whether the Government intended taking action to disallow the P.E.I. Trade Union Act, 1948:

"My information is that the Government of Prince Edward Island proposes at the approaching session of the Legislature to introduce a measure to amend the statute in question. Final action on the petition for disallowance has been delayed pending action by the Prince Edward Island Legislature to amend the statute accordingly."

Dr. MacMillan: "What does the Premier say to that?"

Premier Jones: "He must have read my radio speech." (Laughter.)

Dr. MacMillan: "You are amending the Act now so that the Minister of Justice won't disallow it."

Premier Jones: "Oh, no."

Dr. MacMillan: "That is what the Minister of Justice is going to do. He was holding up disallowance pending your action."

Premier Jones: "I know nothing at all about disallowance."

Dr. MacMillan: "It has served its purpose; it made both us and the Government of this Island notorious, even in England. Now in order to save your skin you must retract, otherwise the Act will be disallowed by the Justice Minister of this country. That is the position you put this Province in. You ought to be proud of it."

Mr. R. R. Bell: "The effect of this amendment will be that hereafter it will be all right for a workman to belong to a union."

Premier Jones: "Oh, no."

Mr. Bell: "Heretofore he couldn't, except the Railway; but after this goes through a man can belong to a union again. You just kept him out for a year."

Hon. Mr. Stewart: "We didn't keep him out at all."

Mr. Bell: "He couldn't affiliate with other bodies."

Premier Jones: "We would do it again if the same thing happened."

Mr. Dougald MacKinnon: "Has the Opposition any objection to the amendments?"

Mr. D.L. Matheson: "Not at all. We did our objecting to it a year ago." (Laughter.)

Dr. MacMillan: "The main reason for this bill is to get the Government out of an untenable position. I think the hon. member from Belfast understands that perfectly."

Opposition Motion

Mr. D. L. Matheson suggested that Sec. 6 of the Act passed last year be also amended. It provides that the Government shall be a party to every arbitration which, under the Act, must precede any strike or lockout action. Arbitration, he maintained, should be independent and not subject to Government control. He moved that this provision be deleted along with "the other obnoxious sections."

Mr. MacKinnon said he was "a little bit dubious" about accepting amendments from the junior member for Charlottetown, in view of his attitude toward the farmers who were affected by the strike at the local packing plant in 1947.

Mr. Phillip Matheson replied that the attitude of the member for Belfast clearly showed how little insight he had into the position in which the Government found itself, now that pressure has been brought to bear to make it change its policy.

Premier Jones: "I think in a serious matter like a strike the Government should sit in on what is going on. They are moving now to put the Government out. I think the members should realize this."

Mr. Linkletter said that in the local packing plant strike, if the hogs had not been butchered it would have meant a loss to Island farmers of \$300,000.

Premier Jones: "The question is will the Government sit in when the arbitration is on, to see that they don't strike; or will it be pushed out, as the Opposition wants."

Mr. D. L. Matheson: "That is not quite fair, to say that you will see that they don't strike. That would be a matter for arbitration."

Mr. Matheson's amendment was then put, and defeated on a standing vote along straight party lines.

The Government amendments to last year's legislation passed unanimously.

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