

THE GUARDIAN

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Editor and Managing Director, J. R. Burnett Associate Editor, Frank Walker... "The Strongest Memory is Weaker Than the Weakest Ink."

CHARLOTTETOWN SATURDAY, SEPT. 9, 1950

"The Good Earth"

What makes the North Koreans, like an army of ants, hurl themselves in wave after wave to inevitable destruction in the face of U.N. artillery? Whence comes the fanaticism of the invaders which makes them ready to sacrifice themselves in a bloody struggle in which scores of thousands have already died?

The answer is land. Not land in the sense of conquered territories. There is enough territory in Asia, even with its teeming millions, not to need a war of conquest for what Hitler used to call "Lebensraum", or living space. Rather, it is land in the sense of ownership of a plot, however tiny, to cultivate free from the domination of feudal landlords. For land, in Asia, is life.

Russian imperialism's ideological weapon in Asia is the Lie of Land. It is to land, not for the any abstract communist doctrine, that the North Koreans are fighting. Yet land, too, is a lie, for the men of Moscow have no intention of fulfilling their promise to their puppets, of providing them with that individual ownership of a plot from which they can wrest a livelihood.

The lie of land, rosy promise of Asiatic communism, has delivered most of China into Moscow's hands. Disillusionment and the collectivist commissar will come later. Then it will be too late. Meanwhile, communist liquidation of Asia's feudal landlords makes Moscow look like the liberator to millions, while U. N. tanks and planes and guns appear as the weapon designed to reduce them once again to serfdom.

The key to the restoration of freedom in Korea, and in China, is land reform. For land is the one thing the illiterate Asiatic peasant can understand. It is, therefore, high time the United Nations gave consideration to what is going to happen once the North Koreans have been driven back across the 38th parallel. The propaganda value of an honest-to-goodness land reform programme in South Korea could accomplish more towards loosening communism's hold on China than ten armored divisions under General MacArthur's flag.

The Canadian delegation to the forthcoming General Assembly of the United Nations could undertake no more useful task than to give leadership to such a proposal. It is the sort of ideological leadership which Canada, as one of the greatest agricultural countries of the world, could provide better than most.

"We Stopped Them"

There are phrases which rank higher in history than great men or battles. Churchill's famous "Blood, sweat and tears" comes readily to mind, but in almost every war the essence and spirit of the time has been summed up in one striking phrase.

The stand of United Nations, and particularly United States, forces against the hordes of communism is epitomized in the pithy G. I. report, "We stopped them."

They may come again. In fact they will almost certainly come again and must be stopped again, but stopped they were and will be. It will take much of men and planes and ships and guns to end the threat to world peace and security but there will remain the beachhead, the building-up area, in which to assemble the necessary forces. It will be there because brave men can say, "we stopped them."

Russia's State Capitalism

Soviet Finance Minister A. G. Zverev is even less communicative than his opposite numbers in countries outside the Iron Curtain when it comes to a discussion of his fiscal policies and their results. Certainly the figures which he gives on the Russian budget, as published in Pravda, need to be treated with more than ordinary reserve.

Most interesting aspect of the information divulged, however, has to do with Soviet industry. Mr. Zverev's assertion that the profits of Soviet industry for 1950 is estimated as likely to exceed 70,700 million rubles would be enough to make Karl Marx turn over in his grave. Industry, of course, belongs to the State in Russia. Nevertheless, 53.6 per cent of the profits of Soviet industry are to be left in the hands of the enterprises themselves for local investment.

This is a reversal of previous economic

policy, which demanded that all industrial profits go into a government-administered pool. Even the men in the Kremlin, it seems, have discovered that enterprises don't run very efficiently when they rely on government subsidies to keep them going. Hence, restoration of profits as a device to make industry in the Soviet Union pay its own way. Hence also, the constant drive in Russia to lower production costs.

Communist trade unions, under the Kremlin's policy of state-controlled monopoly capitalism, are probably going to find it tough going. For state-ownership of industry means that those who oppose management's methods to secure increased production are going to get in the bad graces not merely of the boss, but of the Government for whom the boss works. State capitalism, unlike private enterprise, leaves the worker with little chance to redress grievances.

EDITORIAL NOTES

Our luxuries are going to cost us more.

The three-piece suit for men is on the way back, but it now includes two pairs of pants.

Winnipeg managed to survive the flood, so is probably facing the Legion convention with scarcely a qualm.

The air force is doing itself credit in the inauguration of the Battle of Britain commemoration next Sunday, when it may be recalled how "so many were saved by so few."

The Potato Growers' Association have decided that, so far as the present is concerned, they are satisfied to remain independent of the P. E. I. Cooperative Associations Act.

Not much encouragement is being vouchsafed for a winter service between Georgetown and Pictou. Representatives at Ottawa ought to get behind the proposal and make their influence felt.

It is now certain that the Fourth Session of the forty-sixth General Assembly will be prorogued or dissolved by a different Lieutenant-Governor than he who summoned it.

The results of the fur auction sale in Montreal this week, reported in our yesterday's issue, show a very large percentage of sales at advanced prices. This indicates a comeback in the industry which will be gratifying to all our fox breeders.

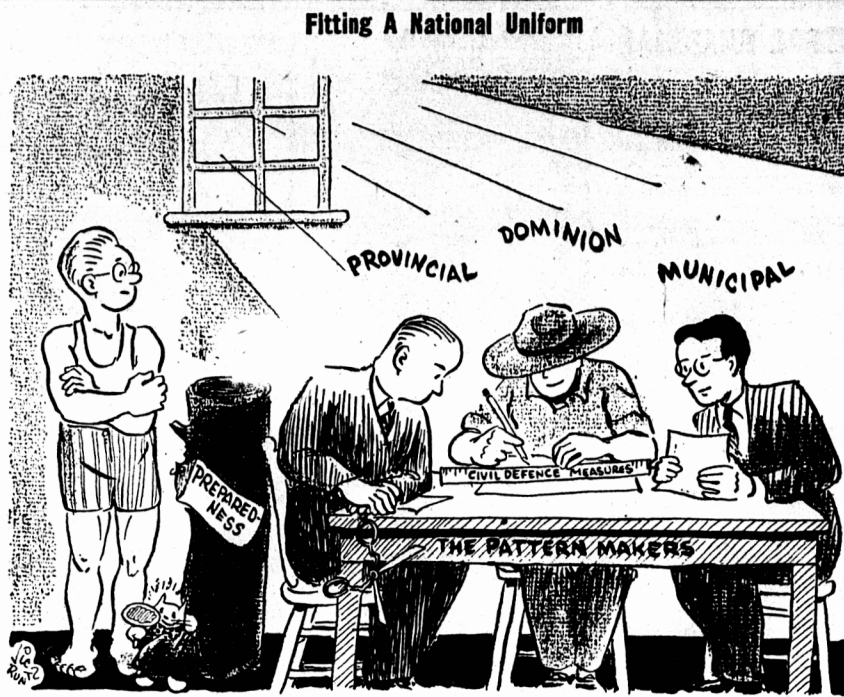
Describing the emergency budget as an anti-inflationary measure seems to be taking undue liberties with language. The cost of a great many articles is increased by taxation in order to drain off surplus funds which might force up prices. The result should be to restrain price increases on articles left untaxed but the net result would seem to be the same, except for the gain to the Federal treasury.

The Battle of Flodden, this date 1513, in which the Scots were defeated by the English, and James IV, King of Scots, and many of his nobles were slain:

Still from the sire the son will hear Of the stern strife and carnage drear Of Flodden's fatal field, When shivered was fair Scotland's spear And broken was her shield!

The Legislature is unanimous in its determination to make the Federal authorities honour the bond of Confederation. Our Island politicians show that when it comes to defending the rights of citizens they can present a united front. Individuals will have to prove to the Province that they suffered loss by reason of the Federal Government's failure to provide the standard of communication across the Strait called for by terms of Confederation. The Provincial Government, backed by the Opposition, will present the bill to Ottawa.

Ten years ago, in September, 1940, the German all-out air offensive against England was at its height. On September 15, the fiercest assault of all was beaten off by the R. A. F. with a conservative estimated loss to the enemy of 185 aircraft destroyed. Between September 6 and October 5, at least 883 Nazi planes were lost over England. Canadian troops stationed in Britain shared with British civilians the horrors of the blitz and, by the war's end, more than 400 Canadians were killed or wounded as a result of enemy action in the U. K. It was during these September raids that Lt. J. M. S. Patton and Capt. D. W. Cunningham, both of the Royal Canadian Engineers, won respectively the first George Cross and George Medal awarded to any members of the Canadian Army.



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.

CARFERRY ADMINISTRATION

Sir,—Since the cessation of the railroad strike there have been numerous reports in your paper of resolutions passed by various organizations calling for the car ferry service to be administered by a Government Commission or Department. Do you think that this will result in any improvement in the situation?

Should Premier Jones or anybody else try to prevent the formation of a union, that would be tantamount to a dictatorship and Canada is supposed to be a free country.

Also without a union aboard conditions would deteriorate until the employees, many of whom are specialists, would be reduced to a very low standard of living which would cause a corresponding lowering of efficiency.

Would it not be better to leave the ferries in the hands of the C. N. R. and for the P. E. I. Government, C. N. R., and Union to get together and sign an agreement guaranteeing that in the event of a further dispute, the ferries will remain in operation?

Furthermore, if the ferries are part of the highway system, would it not be better if the Legislature gave a little more consideration to building some passable highways with which the ferry will connect? Many tourists this season remained in the Province only a few hours before leaving disgusted.

I am Sir, etc. C. N. R. EMPLOYEE Borden, P. E. I.

THE MARITIMES AND THE RAIL STRIKE

A copy of the following letter, addressed to Mr. J. R. Dudley, Commissioner, Board of Trade, Saint John, N. B. has been received for publication locally:

Sir,—The railway strike, under existing conditions, may or may not be justified. I have not sufficient knowledge to form an opinion on that point, but I do know that this strike would not have occurred in the Maritime Provinces at least, if the Government and Parliament of Canada had not misused the authority that Nova Scotia, New Brunswick and Prince Edward Island entrusted to Canada under documentary agreements.

This strike is just another incident in the great governmental and transportation tragedy which has been imposed upon this nation by politicians, which seems bound to eventually bring this nation of "federally united" Provinces into a similar tragic governmental and economic position that the Province of Canada (Quebec and Ontario) was in when some of its political leaders visited the Maritime Provinces in 1864, begging for help to save their Province from being forced into the United States, because the political leaders of the Provinces of Canada had been unable to successfully govern their Province and because that Province did not have continuous access to the Atlantic on its own territory to carry on its overseas trade.

Those 1864 political leaders literally begged Nova Scotia and New Brunswick to arrange an agreement which would enable their Province to use the seaports of Saint John and Halifax continuously and free their Province from being tied up with the United States seaports, which tie-up and handicap had made successful development of the economy of the Province of Canada impossible. The Province of Canada was on the verge of bankruptcy in 1866, when the original Province organized the confederation that is functioning at Ottawa under the name of Canada and is ranked under the British Crown, with which it is

connected, as the original Provinces requested), as a Dominion. The original Provinces authorized the British Parliament to enact the British North American Act 1867 and the Canada Railway Loan Act 1867 to sanction and give legal permanency to the 1866 inter-provincial agreement, which is the basic constitutional document of this nation, and so declared by the British Privy Council.

Those documents and British laws and pursuant federal legislation obligate the Government and Parliament of Canada to operate the Intercolonial Railway as a Federal government service, to promote the object of the original confederation "at all times", with any deficits chargeable to the general revenue fund of Canada as was done up to the time the federal Parliament incorporated the "Canadian National Railways" so called, and it seems unconstitutional to delegate authority to that international corporation to operate certain government owned services without instructions to respect what is written in Canada's constitution regarding those services, also to operate services in the United States, guaranteed by the Ottawa Government. Thus the government employees of the I. C. R. and the Prince Edward Island Railway and Car Ferry, have become employees of an international corporation which is operating those government services as commercial projects, hence the strike.

The Federal Parliament's disregard for the agreement it arranged with the Legislature of Prince Edward Island, in 1873, as the original Provinces had entrusted it with authority to do, is disgraceful. Due to lack of proper education regarding the constitution of our national structure, our people seem to have lost sight of the fact that the original Dominion of Canada derived its being and authority from the original Provinces and that the Government of New Brunswick can put a stop to anything that is repugnant to what the British Privy Council defined in 1837 as "The inter-provincial Compact to which the B. N. A. Act gives effect" as the Dystart Government did at that time with certain Bennett legislation; also stop certain other unconstitutional actions, which were in the making, while it was waiting for a reply to its formal demand despatched to the Governor General, for government according to Canada's constitution, with the I. C. R. specified, among other things.

The Government of New Brunswick is allowing that formal demand to remain on the agenda of the Federal Governments as unfinished business, while our people remain silent and the Ottawa Government seems to be aiming to destroy the protection that is provided for the constitutional rights and interests of this and other minority Provinces, from misuse of federal authority.

I am, Sir, etc. A. P. PATERSON.

TYRANNY OF MONOPOLIES

Sir,—The greatest menace to our economic life in years gone by and looked upon with disdainful disapproval was that recognized as "combinations" in restraint of trade. The purpose was to co-ordinate, and so co-relate the activities of those participating in the different schemes, that competition in trade would be effectively

eliminated, and larger profits amassed at will. Under these practices the consumer was being unmercifully exploited, and millions created in instances, almost overnight. What was sought for consumption, as well as that produced for sale, the proceeds of which were used to meet the cost of purchases, both contributed unwillingly, yet heavily, to the coffers of those magnates who thus controlled the trade of the country.

This situation developed, so traction says, under what is now generally referred to as "Free Enterprise" system of transacting business and that system is taxed with responsibility for this undesirable development. This cannot be so, as the very name implies that Free Enterprise is all intents and purposes is the direct opposite of "combinations" in restraint of trade. The advent of combines was, and still is, an infringement upon the principles of Free Enterprise, and cannot be fairly attributed as a product.

Some years ago, a socialist idea was imported into Canada, and locally, by voluntary economic uplifters, who became convinced of its theories, when put into practice and actual operation, would right the wrongs associated with prevailing trading methods, and would assure the individual, fair treatment. Its philosophy of "all for one, and one for all," had an appeal, and consequently an early following, but in practice, it soon became evident that a lopsided percentage of those participating had a rather contracted estimate of what cooperative doctrine involved.

Notes By The Way - They still have tramps in England. But they are no longer called tramps. Nor are the casual wards called casual wards. Instead, they are "Reception Centres for Persons Without a Settled Way of Living". This means a change in the lyrics of at least one favorite folk-song. Henceforth, we shall have to sing: "Hallelujah! I'm a Person Without a Settled Way-of-Living." -Calgary Herald.

Alaska is estimated to have 2,000,000 acres of land suitable for cultivation, and another 4,000,000 acres suitable for grazing. Yet only 12,000 acres are now being used for agriculture. Last year Alaska produced \$1,800,000 worth of foodstuffs — and imported \$17,000,000 worth from the United States, not including tea, coffee, spices, sugar and other products that are never likely to be produced there. Transport costs add tremendously to food costs in Alaska. Eggs that sell for 70 cents a dozen cost \$1.20 by the time they get to an Alaskan store. -Milwaukee Journal.

The modern machine is forcing its way into the thick forests of Northwestern Ontario. The department of lands and forests is now busy testing out a new plow, designed for use in fighting forest fires. The plow, invented in the State of Michigan, may out the bulldozer in the job of making fire guards. It can travel at 50 miles an hour on its way to a fire zone, and when it arrives at the scene for action, the machine can cut a fire guard five feet wide faster than a bull-dozer. It is mounted on rubber tires for fast travel on roads leading to the fires. -Fort William Times Journal.

A reference in this place to magpies, an increasing race, as the worst enemies of nestlings, has brought a letter from as far away as Cyprus. They are described as flying over the land at the height of about two yards

The Poet's Corner Lighthouse Beating in at dusk from the ocean purple with piling storm, the fishing boats tack past the lighthouse with its dashing golden eye, drop sail and warp to their landings and make fast. Up the steep hill above the harbor, houses white in the threatening twilight, open doors to shed their warmth upon the cobbled streets, and tired men climb to stow their nets and oars.

The Age-Old Story Behold, I have taught you statutes and judgments, even as the Lord my God commanded me that ye should do so in the land whither ye go to possess it. Keep therefore and do them; for this is your wisdom and your understanding in the sight of the nations, which shall hear all these statutes, and say, Surely this great nation is a wise and understanding people.

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