

THE GUARDIAN

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President and Associate Editor, Ian A. Burnett, Associate Editor, Frank Walker.

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

CHARLOTTETOWN, MONDAY, DEC. 17, 1951

Misleading Resolutions

Among the proposals submitted in a bulky brief to the Dominion Government by the Canadian Chamber of Commerce is the request that private capital be given a greater opportunity to share in television development.

Noting this description, the Ottawa Journal says it is perfectly certain that a very large number of those 100,000 men are stoutly opposed to the television exploitation proposal.

"Actually," says the Journal, "this pronouncement on television and all the other recommendations in these 64 pages spring not from the 100,000 members of Boards of Trade and Chambers of Commerce in Canada but from the resolutions committee of the annual convention of the Canadian Chamber held the end of October."

"But the people and the Government are asked to take every word of this lengthy document as the expressed conviction of all those 100,000 businessmen. It just isn't so. We have no doubt at all that proposals on many other subjects than TV would find a large opposition, perhaps even a majority opposed."

Our Ottawa contemporary's point is well taken. In the brief to which it refers other pronouncements are made as statements of Commerce Chamber policy which by no means reflect local points of view.

It also urges the Government to "revokes that part of the Canada Dairy Products Act which clears the way for prohibition of inter-provincial trade in butter substitutes".

Nation-wide organization is very well up to a point, but only when it functions democratically for all sections of the country. Is this the case with the Canadian Chamber of Commerce in the brief instanced by our Ottawa contemporary?

Titles For Barristers

An Ontario law student writing in "Obiter Dicta" laments that his studies bring no reward in the way of a prefix to his name as in the case of his fellow students going through for medicine.

The sergeants and constables have indeed passed away but the advocate who practices in the courts of probate, divorce or admiralty is still a proctor, although the more exalted title of doctor probably is no more.

The pleader before the superior courts is a barrister-at-law and referred to individually or collectively as counsel, or by his fellows as learned friend. A solicitor

gets only friend. When years and distinction have been attained a member of the bar may hope to have the addition of King's Counsel or, more briefly, K.C. It is only in Ireland, however, and parts of the United States that counsellor or counsellor-at-law is used in direct address.

EDITORIAL NOTES

It is much better to ship chickens these days rather than import them. Safety first.

We are now in pre-Christmas week, with so much to do, and so little time in which to do it.

A way out of the freight rates muddle by adjusting "tapers" might prove satisfactory, on the principle that a rose by any other name smells as sweet.

Better paying even than authorship. A sale of Mr. J. B. Priestley's herd of seven Guernsey cattle, at Reading, realized \$27,609.

It is gratifying to note that Princess Elizabeth and the Duke of Edinburgh are to use a Canadian built Argonaut in order to make their flying visit to Australia and New Zealand.

Putting Christ back into Christmas does not mean the eliminating or even the reduction of Christmas presents. The Lord loveth a cheerful giver, and, moreover, there is nothing lost that a friend gets.

Island shippers have the assurance of Mr. McNaught that harbours will be kept open so far as can be done by ice-breakers. Shipping should, in any case, be clear of our ports within a short time, or risk having to do some ice-breaking on their own.

The increased funds being made available to the British West Indies to spend in this country will probably be spent chiefly for goods provided elsewhere than this Province, but potatoes, at least are also included in the permissible products.

That is an agreeable Christmas present the Federal Government has given to all and sundry in its employment, by way of pay raises. It makes one feel as though the \$48 tax one pays is not in vain and that there is still hope for pensioners.

The abolition of foreign exchange control by the Government means, in practice, that you have got to take what you can get for your own currency in the United Kingdom and the United States, instead of being entitled to obtain what the Bank of Canada fixes as the rate of exchange.

William Lyon Mackenzie King, Canadian Liberal statesman, was born this date 1874. A lifelong student of public affairs, he was chosen to succeed Laurier as Liberal leader in 1919, at which time he became member for Prince. He was in office a total of more than 20 years, a Commonwealth record and saw this nation make great strides.

It's an ill wind blows nobody any good. Smuggled American cigarettes seized by Canadian authorities are distributed to veterans hospitals across the country, Revenue Minister McCann told the House of Commons. This has been the practice for the last three or four years, he said. Previously, the cigarettes were destroyed, which was criminal waste as much as though it were coffee, grain or potatoes.

The newly appointed Chief Commissioner of the Board of Transport Commissioners, Mr. Justice J. D. Kearney, finds the C. P. R. to be "obviously a poor yardstick" for the setting of rail rates. That great and involved institution is, of course, not exactly a yardstick at all in any ordinary sense, but the problem of rate-making is worked out in respect of it and comparable C. N. R. rates set accordingly.

The R. C. A. F. is expanding its facilities for rescuing survivors of aircraft, military or civilian, which crash in inaccessible areas. The Air Force has "pararescue" personnel stationed now at Vancouver, Whitehorse, Edmonton, Winnipeg, Churchill, Trenton (Ont.), Greenwood, N.S., and Torbay, Nfld., prepared to parachute to the aid of Canadians stranded in remote areas. This year, 15 medical personnel (including four nursing sisters) were graduated as para-rescue jumpers. Training is carried out at Edmonton and Jasper.

The Modern Discoverers



News Item - More tourists than ever visit P.E.I. in 1951.

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

OBSERVING CHRISTMAS

Sir,—Recently I read, in this paper of a campaign by Montreal students, to put Christ back into Christmas. Though many of us see the great need for such a campaign, how many of us do more than talk, or write about it?

As a nation, what does Christmas mean to us? Judging from appearances, it is a hectic holiday and our manner of celebrating is nothing short of pagan.

Is there another day in all the year when there is such a staggering amount of liquor consumed? Or the moral fibre of mankind so pitifully relaxed? The birthday of the Saviour of the world!

The fact that Christmas is so grossly commercialized is only a small part of our shameful observation of the day. We are shrieked at from every side and by devious means, in an endeavour to cajole us into buying gifts that are to be had only as a means of pleasing our friends and loved ones and making them happy. This leads us away from the true spirit of giving.

I am convinced that, were Christ to come tomorrow, His appearance would also be commercialized.—grandstands would be erected and tickets sold at high prices in the hope Jesus would pass that way.

First, we must put Christ back into our lives. When we do, we know He will be in our Christmas.

When we go to church for the Christmas service, whom do we go to worship? Is the church merely a building of brick and stone where all the seats face in one direction, where we go to listen to the minister and criticize his grammar, his views advocating the abstinence from alcohol, his whole mode of delivery, and wonder why the choir does not put more life into their singing? Or is it a hallowed place where we go to worship God?

It was my pleasure, for a few years, to attend a church where the minister arose and, in a quiet, reverent voice said, "Let us worship God."

And may we heed the words of the preacher who said "Let us worship God." I am, Sir, etc. S. BARLOW BIRD. Fredericton, P. E. I.

The Poet's Corner FROM "LAST POEMS" We'll to the woods no more, The laurels all are cut, The bowers are bare of bay That once the Muses wore: The year draws in the day And soon will evening shut: The laurels all are cut, We'll to the woods no more, Oh we'll no more, no more To the leafy woods away, To the high wild woods of laurel And the bowers of bay no more. —A. E. Housman.

The Age-Old Story But we all, with open face beholding as in a glass the glory of the Lord, are changed into the same image from glory to glory even as by the Spirit of the Lord.

Notes By The Way

It's widely accepted that the airplane has "eliminated the oceans" and placed all parts of the world within a day's flight of any given spot. But it's not strictly correct. Some hinterlands are almost as remote as ever. Just the other day word came through that a Venezuelan scientist had reached the headwaters of the Orinoco River, the first white man ever to traverse that unexplored territory.

We on this continent have borrowed a phrase in common usage in the United Kingdom—"it isn't cricket". It denotes unparliamentary conduct. The rules of cricket are strict, and it is unthinkable any gentleman should break them.

Old Charlottetown (And P. E. I.) EARLY FREEZE-UP

From the Royal Gazette, Dec. 13, 1931: "Our harbour is now completely frozen over, and we may safely say that a similar circumstance has not occurred, so early in the season, for twenty years past. Several people have already crossed the Hillsborough on foot, immediately above the town, but the ice in the channel cannot yet be considered secure."

The mail from Pictou, due last week, was not received until this afternoon. The packet has been lying off the Warren Farm since yesterday morning, being unable to get further in for the ice. Captain James, with the mail and passengers, after leaving the vessel, were compelled to ascend the north bank of the Elliot River some distance before they found the ice sufficiently strong for the crossing, which was the cause of their delay in reaching town.

"The Eliza, Jallotta, from Halifax, made the harbour this forenoon, but was prevented by the ice from getting in. Exertions, however, are making to cut a passage for her through the ice. The harbour of Three Rivers has not yet been frozen; the brigantine George and Henry, for Barbadoes, has gone thither to finish her loading."

"The barque Quebec, Trader having been run on the bank about ninety fathoms above the wharf, to have her bottom examined, was forced off the bank early in the morning of Friday last by the pressure of the ice drift, which broke her fastenings and carried her out of the harbour. She was brought to an anchor at Indian Cove, where she at present lies in shoal water, and cannot be got back, owing to the quantity of ice in the harbour."

"The brig British Tar, Jonathan Moore, master, from Cocagne, N. B., bound for Liverpool with a cargo of timber, came out of Cocagne on Sunday the 4th inst., and during the gale of the following day ran for shelter under the land at Graham's Head, near Bedouque, but her cables parting, she drove on shore and bilged."

"The schooner Novelty, Joseph Higgins, master, from Quebec for Egmont Bay, is on shore at Stanhope, on the north side of this Island."

On the following Tuesday, Dec. 20, the Gazette reported other casualties: "The schooner Eliza, after losing cable, anchor, rudder irons, and having all her sails rent to pieces, succeeded in making her way through the ice to the Brick-maker's Point where her cargo has been discharged. A schooner belonging to Richmond Bay, Palmer, master, has been carried into Rustico, with the crew frost bitten. The life of one of them is despaired of."

"On the 10th inst., a small vessel was seen at anchor off East Point, with a signal of distress flying, upon which a boat from St. Margaret's put off to her assistance. She proved to be the Margaret Sarafine, of Quebec, Joseph Bloomfield, master, from Quebec bound for Spain, with a cargo of staves. With the assistance of the boat's crew, they weighed anchor and made sail, but the vessel proved unmanageable, being much wrecked and completely covered with ice. The wind being off shore, and the weather extremely severe, and seeing no prospect of getting her into a harbour, they concluded on abandoning her, having first let go the anchor with a chain cable in 12 fathoms of water. The crew were nearly perished with fatigue and cold. The same night it blew a hard gale from the N. W., and next morning the vessel had disappeared. She is supposed to have been driven over to the Cape Breton shore."

Public Forum

Imagine our surprise, therefore, when we noted an editorial headline in The Times of London, England, "Not Lacrosse". The subject matter dealt with a riot in a girls' school in Iran, quelled only by the use of fire hoses with police, equipped with tear gas bombs, standing by. It alludes to the "deplorable excesses" of the rioters in their unladylke conduct. If The Times had termed the conduct "not cricket", there would be no mystery. But the "Not Lacrosse" title is mystifying to Canadians who know their lacrosse. To Canadians, "The Times" appellation is a misnomer indeed. "Not Cricket" might have been applicable to the behavior of those Persian school girls, but we can't see where "Not Lacrosse" had any pertinence. Unless it be the field lacrosse, a genteel game played by English school girls in modest but commodious bloomers!—(Windsor Daily Star).

Patricia Munsel was 17 when she made her debut at the Metropolitan Opera in the Opera Mignon. That night the audience was electrified by a high E flat which she seemed to hold interminably. Even her mother could scarcely believe her ears, and rushed backstage to congratulate her. "I never heard you sing in that way before," she exclaimed. "Of course not," replied Pat. "I never had to! I flew into my mouth just as I started that note and I had to hang on to it until the darned thing flew out again."—Chicago Tribune.

The truckers are alarmed at such a prospect. And there are others who believe the railways should stay out of the trucking business, in which they are already engaged to a limited extent. This matter was argued at some length before the Royal Commission, which observed:

"It would seem that operation of trucks may be an essential and complementary part of railway operation, more especially in view of changing conditions. Under these circumstances it does not appear reasonable that railways should be prohibited from operating trucks or truck lines. There is no evidence to show that there is danger at present of the railways stifling competition by ownership of trucks. This would be a matter to be dealt with if and when the occasion arises."

What the Commission has said, in effect, is that there is no present reason to fear a transportation monopoly operating against the public interest. On the other hand, there is a very real reason to fear the effect of a policy which leads to the overall cost of transportation services being loaded much more heavily on some parts of Canada than on others. Such a policy may lead in time to serious strains upon the whole structure of Confederation.

The prolonged battle over railway freight rates has made it abundantly clear that the railways' natural anxiety to prevent a large segment of business from falling into the hands of the truckers is one major reason why the chief impact of rate increases falls upon those sections of Canada where truck competition is less formidable than in the central provinces.

In its evidence before the Royal Commission on Transportation about two years ago, the Railway Association of Canada estimated that at least \$50,000,000 was being lost annually by the railways as a direct result of competitive rate reductions in order to keep some of the traffic. The Commission's report comments that "conditions seem to indicate that these losses to the railways by reason of truck traffic can be expected to increase as time goes on."

The effect of rail revenue losses, the Commission notes, is "to throw a heavier burden upon the traffic which is non-competitive, that is, long-haul and low-valued traffic." These types of traffic are largely left alone by the trucks.

Thus outlying sections of the country, notably the prairie and Maritime Provinces, have been

Lessons From Europe In Community Progress

By Leo P. McIsaac Part Three (continued) (All Rights Reserved)

RESEARCH AND ECONOMICS DIVISION

The immediate setting up, on a Maritime basis, of a division of qualified economists and statisticians to which our marketing boards, cooperatives and other economic organizations would be required to report is strongly recommended. These economists would be the eagle eyes of the Governments watching and guiding the financial trends of the co-operatives and marketing boards. They would be trained and equipped to investigate and watch very closely those new developments from the business point of view, and to see that all such organizations carried on in accordance with the legislation under which they are set up. It is difficult to imagine how any local Government can carry on such a widespread program, and yet not have one qualified economist or statistician to carry out any research work or investigate economic matters which are continually coming up and which are ever being discussed. By approaching this economic research and supervision problem from a Maritime standpoint, greater efficiency and more widespread developments would inevitably ensue.

Conclusions In concluding this report on local conditions, may I recall the fact that, in years gone by, many surveys have been made and plans offered to improve conditions on P. E. I. Not much heed has ever been paid to any of them. The most recent study and recommendations were those of Dr. J. E. Lattimer, in his 1944 report, which each official of our organizations would be well advised to read again.

At the conclusion of Dr. Lattimer's report, he offers a list of suggestions, many of which have never been tried, although they have been discussed. It is plain to be seen, that if any action is to be taken, or if the social and economic situation on Prince Edward Island is to be improved, it cannot be left to Government alone. Our non-Governmental organizations must start to do some practical work and constructive thinking on broader lines.

Pressure on the Government may be necessary at times and if pressure alone does not produce the necessary leadership and cooperation, then the leaders in our people's organizations must take some definite stand on those vital questions and that the policies accepted by the electorate are carried out. The people must insist that more sincere, progressive and competent men submit themselves for political nominations and become elected to Government positions in future elections.

Field Work On Prince Edward Island especially, there is need for direct Government support in straightening out some of our local economic kinks, especially in marketing, through the use of fieldmen independently or in a joint arrangement with the farmers. The Department of Agriculture and the Federation could have two or more marketing and economic experts working in the field on a joint basis. Their salaries and expenses could be paid equally by each organization, as is done under the Danish system.

There is more need than ever for adequate forestry regulations and field service in the Province. This could be properly supervised or promoted by a staff of not less than two or three qualified foresters in each county. However, local committees of the Federation of Agriculture with authority delegated to enforce practical forestry regulations could help in the promotion of an overall reforestation program.

Dr. Lattimer suggests (page 47 in his report, "Economic Survey of P. E. I.") that we must: I. Provide water transportation to (a) secure access to natural nearby markets (b) bring in feed grain, raw material of the farmer. This will require improvement of harbours and provisions for grain storage.

II. Support the proposal to make the Prairie Farm Rehabilitation Act applicable to all Canada. III. Make rural electrification essential.

IV. Broaden the term "conservation" to include all the people as well as the land and the forests. V. Secure Federal funds to assist education.

VI. Revive the forests by practicing silviculture, that is, cut only the trees that should be cut and make forest products an annual crop. VII. Allow nature to take its course in reforesting land better adapted to forest than farming.

VIII. Intensify farming through expansion of fruit, especially small fruits, vegetables and canning crops. IX. Make farming the same as other industries in regard to minimum wage rates, and labor regulations.

X. Process farm and fishing products as far as possible by expanding the canning industry. XI. Expand industries other than agriculture where possible.

XII. Decentralize industry. XIII. Encourage part-time farming. XIV. Capitalize the natural advantages for the tourist trade by providing better communications, better roads, and better accommodations.

Most of these suggestions are timely today as they were ten years ago; but some problems are more pressing than others. It is hoped that this further check-up brings to light present day trends and emphasizes the urgent need for action. Many of those problems appear to be involved and complicated when an outlook is directed to local fancies and affairs. When faced with problems of a similar character in his time, Lincoln once said: "The dogmas of the quiet past are inadequate to the stormy present... as our cause is new, so we must think anew and act anew. We must disenthrall ourselves and then we shall save our country."

Recommended Reading Brunner, Edmund: Farmers of the World. Henderson, George: The Farming Ladder. Liguori, Rural Roads to Security. Lillenthal, David E.: T.V.A. Democracy on the March. Royal Bank of Canada: "Woodlots". Wayland, J. Hayes: The Small Community Looks Ahead. R. F. Berggren: I Speak for Joe Doakes. (To be continued)

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