

THE GUARDIAN

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

CHARLOTTETOWN THURSDAY, SEPT. 14, 1950

100 Years of Responsible Government

Brigadier W. W. Reid, our enthusiastic director of the Travel Bureau, has pointed out the desirability of celebrating an anniversary from the point of view of tourist promotion.

After long agitation, Governor Bannerman was appointed in that year with instructions to select a Government from the majority party in the legislature.

"In those movements", says Campbell's History of Prince Edward Island, "which were necessary to secure responsible government, Mr. Coles was the leading spirit."

Coles' services were thus the greater, and his memory deserves to be honoured by successors and beneficiaries.

Our Claims Strongly Indorsed

The Canada-wide interest aroused by our protests through the Legislature, Boards of Trade and Press against the Dominion Government's failure to shoulder its responsibility for continuous maintenance of our car ferry service is indicated by the editorial comments republished in today's issue from the Calgary Herald.

The Calgary Herald has done a fine job in publicising this issue throughout the West, and it remains for our representatives in this Province to see that full advantage is taken of this publicity.

Itinerant Education

Most people readily admit that traveling is in itself a form of education. Communist East Germany, however, has carried this almost universal belief in the educational benefits of travel to a new level.

The talk of passengers on East German trains, it seems, is not always the sort that is pleasing to communist ears. Railway employees are now to be made responsible for putting this right.

So far Canadian railways have shown no similar concern for the political education of their passengers, despite the fact that the conversation on trains in this country, especially since the recent eight days' interruption in rail services, has been anything but flattering either to the railway unions or to the Government.

The fact is that railway union leaders and railway management in Canada recognize the meaning of freedom of speech and are not likely to abuse it. Messrs. Gordon, Mather, Mosher and Hall, the "big four" of

the rail dispute, will undoubtedly get a chuckle out of the antics of their unfortunate fellow-railwaymen in East Germany.

EDITORIAL NOTES

With 2,147 1/2 acres of Sebagoes rejected for seed, the Provincial Department of Agriculture's low opinion of this variety seems confirmed.

If traffic lights could be purchased on a self-liquidating basis like parking meters there would be hope of safety measures keeping pace with those of convenience.

Nova Scotia's publicity department seems to have been asleep at the switch. Two fishing draggers are towed helplessly by something in their nets and a submarine is credited with the prank.

We again escaped this season's third fierce Atlantic hurricane, though our neighbours were not so fortunate. It was a rough and disastrous time for most vessels leaving or approaching the Nova Scotia coast; while further south, New Bedford fishing boats were wrecked and abandoned.

Arthur Wellesley, Duke of Wellington, soldier and statesman, died this date 1852. Along with Blucher, the Prussian general, he defeated Napoleon at Waterloo in 1815.

It must have caused the late Prime Minister Mackenzie King much sorrow and worry when he realized that in the event of war, his finely designed palatial new city of Ottawa would, according to Mayor Bourque, be among the first targets for an enemy to try out the new atomic bomb.

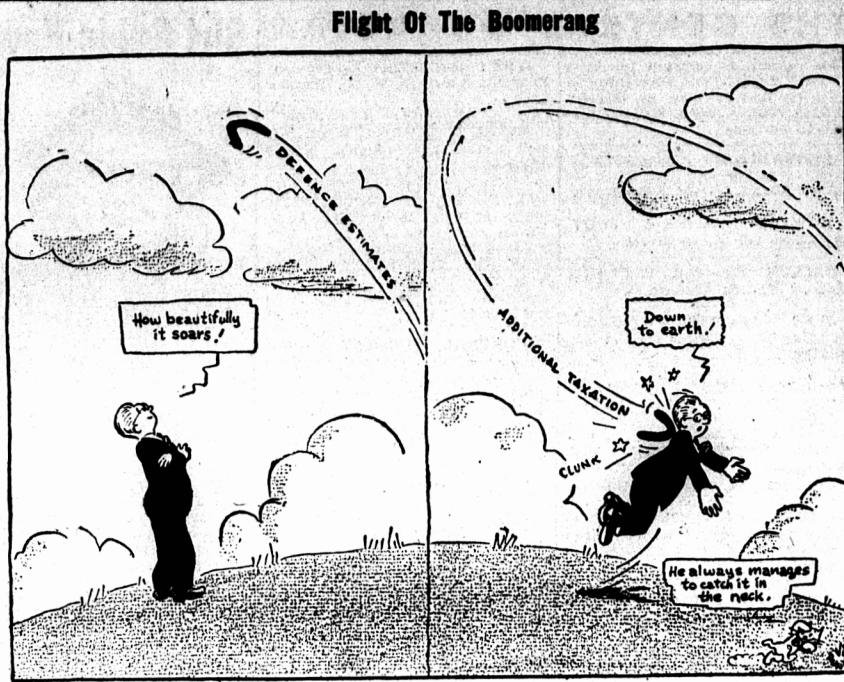
Hon. C. C. Baker, Provincial Minister of Agriculture, told the Canadian Federation of Agriculture at Fredericton, that the sorest need of this Province was outside markets for our surpluses.

Dante Alighieri, Italian poet, died this date 1321. He is recognized as the greatest poet which Italy has produced, being supreme as a lyric writer.

Australia is about to celebrate its jubilee as a united dominion or state. It took fourteen years of conferences, planning, disputes and referenda to bring about the political union of the six self-governing states of the sparsely populated continent.

There is little inducement for the general practitioner to do good work under Britain's National Health Services Act, comments Dr. William Wagner of Toronto in an article—"National Health Services in Great Britain"—in the current issue of Health, Canada's National Health Magazine published by the Health League of Canada.

Dr. Wagner comments that the general practitioners of Britain are, with few exceptions, unhappy men, and the people of Britain are being cheated of the good medical care to which they are entitled. He says, however, that some good days' interruption in rail services, has been anything but flattering either to the railway unions or to the Government.



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.

APRECIATION Sir, - My wife and I have just returned from a most pleasurable stay on Prince Edward Island where we enjoyed its unusual natural beauties as well as the hospitality and friendliness of its people.

MR. (& MRS.) OTTO H. EHRLEICH Assistant Professor of Economics at New York University. East Orange, N.J. Sept. 9, 1950.

BALTIC NATIONAL VETERANS Sir—Thirty three years of fight against Communism are passing before my eyes as I read in your paper the words of Hon. L. B. Pearson, Minister of External Affairs in the Commons: "Soviet attacks will be made wherever and whenever the members of the Politburo think the circumstances are favourable for the achievement of their violent purposes."

Ten years ago, General Laidoner was deported together with his wife to forced labour in Siberia. During one single night (the night of June 14th) in 1941, 59,158 people were deported from the Baltic States; nothing is known of their fate.

The Minister of External Affairs of Russia, Mr. Vishinsky, was personally there to direct from the Latvian capital the Communist putsch. Now, on Aug. 31, Mr. Warren Austin, in reproaching Moscow for the deportations and forced labour for millions, called the Russian representative Jakob Malik in the UN Security Council a "circus barker" who "the more he talked the less he was believed."

When Finland was desperately fighting against the attack of Russia, Estonian officers and students crossed in hundreds the frozen Finnish Gulf to fight together with them. They were not strong enough, Finland, without any help from the great Western Powers and left alone, had to surrender.

Old Charlottetown (And P. E. I.) GARRISON DESERTIONS

From the Journals of the House of Assembly, Saturday, March 20, 1852: "The committee to whom were referred the despatches and other documents having reference to the desertion of Troops from the Garrison at Charlottetown, beg to report as follows: "They have examined Colonel Lane as to the number of deserters during the last five years. Colonel Lane has answered the queries put to him by the committee, which are as follows: "Q.—How many desertions were there from the Garrison at Charlottetown during the years 1847, 1848, 1849, 1850 and 1851? A.—Can only answer as to the two last years mentioned. Fourteen of the 97th deserted, in 1850; and eight of the 38th in 1851."

"Q.—How many deserters were re-taken by the Troops, or by the inhabitants and civil power, during the years above mentioned? A.—Seven deserters were re-taken since 1849, by the Troops, on information of the inhabitants; and one during the last Summer, by a Constable named Heartz. "Q.—State any circumstances which may come within your knowledge respecting desertions from the 38th Regiment, and the time at which such desertions usually take place? A.—Cannot tell respecting the 38th Regiment, but desertions generally take place immediately previous to the removal of the Troops. "Q.—How many men deserted from the 42nd? A.—One. "Q.—Can you suggest any means of preventing the desertion of Troops? A.—The great cause of the escape of deserters is owing to the limited number of officers, non-commissioned officers, and privates; parties cannot be spared to send after them. I would

recommend, as the most effectual means for the apprehension of deserters, that a description of each should be published in the Gazette, hand-bills struck off and posted up without delay, and that any person afterwards harbouring such deserters should be fined Five Pounds, to be recovered by summary process, and paid to the informer. "The fine now imposed is £20, which Colonel Lane thinks too high, as people are unwilling to subject their neighbours to so heavy a penalty. "Colonel Lane further remarks, that many of the soldiers get married, and desert, because their wives are not allowed to accompany them, when the Regiment leaves. "Q.—Have you ever experienced any unwillingness on the part of the inhabitants to aid in the apprehension of deserters? A.—Never. "Your committee would further remark, that every encouragement is given to the inhabitants of the Island to apprehend deserters from Her Majesty's forces, both sea and land, vide 50 Geo. 3, cap 3, sec. 3 of an Act to prevent the harbouring of deserters, &c. "Under all the circumstances, your committee have not been able to discover that the inhabitants have been in the habit of harbouring deserters to obtain cheap labour. On the contrary, every exertion appears to have been made by the inhabitants to prevent desertion; they do not value the labour of soldiers who, in scarcely a single instance, understand the labour in a new country; nor do they usually remain in this Island, but make their way to the United States, where they can—owing to the number of American vessels always on the coast of the Island—make their way with little or no trouble."

land, thousands died through bullets from Moscow in farmyards, forests and mountains of Estonia, together with the retreating German Army those who still were alive came to Germany with their families. There they are at present; men, who since boyhood have fought against Communism, awaiting the end of their fate. All this happens at a time when the Western World realizes that Russian aggression can only be stopped with arms; when the Minister of External Affairs of Canada has called in the Commons for rearmament of Western Germany. The Canadian Parliament, too, has decided to increase the expenditures for defence for \$140,000,000 in this year; and the Brigade, nearly 8,000 men, will be ready to fight against Communism outside of Canadian territory. And as irony of fate, these men from the Baltic States, who for more than 30 years have stood fighting against Communism, are sitting now in Central Europe, not knowing what their future will be. The doors of Canada and the U.S.A. are closed for them, because they fought against Moscow at a time when salutes, Churchill and Roosevelt drank together to the Peace of the World at Yalta. I am Sir, etc. A. WELLER President of the Estonian Federation of Canada Toronto, Sept. 11.

Flight Of The Boomerang

Most Every Day the newspapers report that Fire has destroyed a Home or Business premises, a car victim sues for \$10,000, or more. Burglars make \$5,000 haul, a travel or other accident has happened causing serious injury or death. Adequate Insurance is the only protection against serious losses from such hazards. We have excellent facilities for effecting all classes of insurance. Consult our Agents or write

The Poet's Corner A PINCH OF SALT

When a dream is born in you With a sudden clamorous pain When you know the dream is true And lovely, with no flaw nor stain, O then, be careful, or with sudden clutch, You'll hurt the delicate thing you prize so much. Dreads are like a bird that mocks Flirting the feathers of his tail, When you seize at the salt box, Over the hedge you'll see him sail. Old birds are never caught with salt nor chaff: They watch you from the apple bough and laugh. Poet never chase the dream. Laugh yourself, and turn away. Mask your hunger; let it seem Small matter if he come or stay: But when he nestles in your hand at last, Close up your fingers tight and hold him fast. —Robert Graves

The Age-Old Story Behold I create new heavens, and a new earth; and the former shall not be remembered nor come into mind.

recommends, as the most effectual means for the apprehension of deserters, that a description of each should be published in the Gazette, hand-bills struck off and posted up without delay, and that any person afterwards harbouring such deserters should be fined Five Pounds, to be recovered by summary process, and paid to the informer. "The fine now imposed is £20, which Colonel Lane thinks too high, as people are unwilling to subject their neighbours to so heavy a penalty. "Colonel Lane further remarks, that many of the soldiers get married, and desert, because their wives are not allowed to accompany them, when the Regiment leaves. "Q.—Have you ever experienced any unwillingness on the part of the inhabitants to aid in the apprehension of deserters? A.—Never. "Your committee would further remark, that every encouragement is given to the inhabitants of the Island to apprehend deserters from Her Majesty's forces, both sea and land, vide 50 Geo. 3, cap 3, sec. 3 of an Act to prevent the harbouring of deserters, &c. "Under all the circumstances, your committee have not been able to discover that the inhabitants have been in the habit of harbouring deserters to obtain cheap labour. On the contrary, every exertion appears to have been made by the inhabitants to prevent desertion; they do not value the labour of soldiers who, in scarcely a single instance, understand the labour in a new country; nor do they usually remain in this Island, but make their way to the United States, where they can—owing to the number of American vessels always on the coast of the Island—make their way with little or no trouble."

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Island Carferry Grievances

From the Calgary Herald (Editorial page article, Sept. 8) Most Canadians know that Parliament is meeting in Ottawa, but few of them know that Prince Edward Island's Legislative Assembly is meeting at Charlottetown. Parliament, in the first instance, to consider the railway strike, and that is why the P.E.I. legislators are assembling, too. They are very much annoyed at the effect the railway strike had on the Island, and they want to make sure that nothing like it happens again. Why did the railway strike have a particular effect on Prince Edward Island? Because it is an island, that is why: because it is separated from Canada's mainland by ninety miles of water. Trucks and buses can do a great deal, as we found out during the strike, but there is one thing they cannot do, they cannot swim. Airplanes can do a great deal, too, but they cannot transport bulk commodities. For the transportation of such commodities, Prince Edward Island is completely dependent on its ferry services. There are two of these: the one that runs from Tormentine, N.B., to Borden, P.E.I., and the one that runs from Caribou, N.S., to Woods Island, P.E.I. The former is owned by the Dominion government, and operated by the Canadian National Railway; the latter, Northumberland Ferries, is privately owned and operated. The former is a complete ferry service, carrying not only trucks and automobiles, but also limited accommodation for trucks and automobiles, and cannot carry railway cars at all. The Dominion government ferry, it may be seen, is the one on which Prince Edward Island depends. But it is operated by the C.N.R., and thus, in effect, is part of the railway. So when the railwaymen went out on strike the two big government-owned ferries, "Abegweit" and "Prince Edward Island," stopped running. Only the two small privately-owned ones, at the eastern end of the Island, continued to function; and these, even under normal circumstances, cannot handle the traffic that comes to them. That was how things stood on August 22: the Island was virtually cut off from its mainland markets and mainland sources of supply. Appeals had been made, by businessmen and by the provincial government, for the Dominion government to take over its own ferries and operate them during the strike, but the Minister of Transport, Hon. Lionel Chevrier, had rejected them on the grounds that such action "would leave the Government open to charge that it was interfering with the legitimate right to strike." On August 23, Premier Walter Jones appointed a seven-man board to make a survey of commodity stocks, to determine which imports and exports were most necessary, and establish a system of priorities. On August 24, the lineup of cars and trucks waiting to get on the privately-owned ferries at Wood Island reached a mile in length; after the last one left for the mainland at 7 p.m., there were still 90 cars and 10 trucks at the pier. The president of Northumberland Ferries subsequently appealed for and got a provincial government controller, to regulate the traffic. On August 28, a special session of the Legislative Assembly was called, to take place on September 7, and to discuss questions arising out of the railway strike. This got quick results. The following day, Frank Hall, the strike leader, announced that the unions would permit the unrestricted use of one ferry between Tormentine and Borden, and would provide enough members to operate it. That evening, August 29, the "Abegweit" left Borden, and handled cars and trucks for the remaining two days of the strike. What will the Legislative Assembly do? One thing for sure: it will demand that the two big ferries which are owned by the Dominion government be also operated by the Dominion government and not, as at present, by the C.N.R. Prince Edward Island has been calling on Ottawa to do this for years; now, it feels, it has an unanswerable argument. It will also remind Ottawa, as it did before and during the strike, that P.E.I. entered Confederation on the assurance that it would have continuous ship connection with the mainland, and that this assurance is written into the British North America Act. What else? That remains to be seen: the packing-house strike, two years ago, led the Provincial Government to impose drastic restrictions on the Island's trade unions. The restrictions were much too severe; nevertheless, they reflected the feelings of the people, who are predominantly engaged in producing and marketing food. P.E.I. disliked the big unions then, and it dislikes them even more now. Even if the legislators do nothing to them, this time, the dislike will remain. We see by the Parliamentary Guide that Prince Edward Island has never elected a C.C.F. member; it seems fairly safe to predict that it never will. (Leading editorial, Sept. 11) Prince Edward Island's Legislative Assembly met in special session for three hours last week, and decided to seek recompense from the Dominion Government for the losses caused to Island residents by the recent railway strike. Those losses were real and considerable, for the suspension of ferry service between Tormentine, N.B., and Borden, P.E.I., virtually cut off the Island from its markets and sources of supply. The suspension of ferry service was not merely a hardship to P.E.I.; it was a breach of the solemn obligations assumed by the Dominion government when that Province (then a colony) entered Confederation, and subsequently incorporated into the British North America Act. Prince Edward Island refused to come in with the rest of Canada in 1867, but relented in 1873, on the understanding, among other things, that the Dominion government would provide and pay for: "Efficient steam service for the conveyance of mails and passengers, to be established and maintained between the Island and the mainland of the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion." The Islanders have always stressed the word "continuous." During the last 25 years, when the Government ferries were operated by the Canadian National Railway, they wondered what would happen in the event of a railway strike. Last month, they found out: the ferries stopped running. Picket lines stood guard over them to make sure that they didn't run. Under the order-in-council of 1925, vesting the operation of the service in the C.N.R., the Dominion Government reserved to itself the right to terminate or vary this arrangement, so that it would be in a position, at any time, to take the ferries back from the railway, and operate them itself. But when, on August 22, 1950, the time came to do this very thing, when this was the only way to maintain its pledges to Prince Edward Island under the British North America Act, Ottawa, had not the courage to act. One of the speakers during P.E.I.'s special session was Douglas MacKinnon, Liberal Assemblyman for Fourth Queen's. Denouncing like other members, the government's failure to take over and operate the ferries during the strike, he said: "I am told they were afraid that would make trouble with the railway unions. Well, if a small body of men can frustrate the government of this country and prevent them from fulfilling a pact they are in honour bound to recognize, then we have not got responsible government."

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