

THE GUARDIAN

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"The Strongest Memory is Weaker Than the Weakest Ink"

CHARLOTTETOWN, THURSDAY, SEPT. 20, 1951

The Freight Rate Judgment

Elsewhere in today's issue we publish the full text of the judgment given by Mr. Justice Archibald, Chief Commissioner, Board of Transport Commissioners of Canada, and concurred in by Deputy Chief Commissioner Sylvestre, granting the application of a single railway zone in this Province in respect of domestic class and commodity rates, other than mileage or distance rates, and making the level of such rates applicable to the single zone on the present inner zone basis.

Previously, the Royal Commission on Transportation had recommended that it would be most desirable if the request for establishment of one zone for the whole Province were complied with. The railway, of course, would have been agreeable to doing this by increasing all the rates to the level of the outer zone, and possibly would have consented to a compromise agreement. The case before the Transport Commissioners therefore resolved itself into an effort to obtain an adjustment on the level of the inner zone. This was the basis on which Messrs. J. O. C. Campbell, Deputy Attorney General, and Rand H. Matheson, executive manager of the Maritime Transportation Commission, argued and won their case on behalf of our Island potato shippers and others.

The result should be of great and permanent advantage to our whole agricultural industry, which is vitally dependent on transportation rates and facilities. Chief Commissioner Archibald's judgment is a masterly one, and will go down along with the Duncan Commission report as a charter of our economic rights and privileges.

As The Twig Is Bent

Juvenile delinquency is generally thought of as a problem concerning young people who are not far from manhood or womanhood but those closely in touch with wayward youngsters are aware that it frequently shows itself much earlier.

A recent study by the Harvard Law School shows that criminal careers commence, in half the cases, at about eight years of age and almost ninety per cent of times before eleven.

The implication is obviously that more attention must be directed to detecting antisocial tendencies in the very young and steps taken to lead them to a healthier attitude. All too often the tale is of an undesirable pattern of conduct being established which can seldom be remedied by the efforts of correctional schools or penal institutions.

Rising Farm Costs

Analyses of the latest available Dominion Bureau of Statistics figures on farm prices, farm labor and other costs suggest that predictions of any material future decrease in the cost of living is mere wishful thinking. There are several reasons:

Costs of farm labor and materials farmers use in food production are soaring—the farm wage index has risen from 352.2 in January, 1949 to 472.1 as of April, 1951. Food prices compose more than 88 per cent of the rise in the cost of living index by 20.1 points from 167.5 at July 1, 1950 to 187.6 at July 1, 1951. But in the same period the food price index rose from 214.3 to the highest on record, 239.8 or by 25.5 points.

The correlative of this soaring Canadian cost of living index is the parallel rise of the farm price index. As of June, 1951, the combined farm price index for all Canada rose from 264.1 in June, 1950, to 279.4 in May, 1951 and again to an all time record of 287.5 in June, 1951.

In dollars, farm cash income from the sale of farm products in all Canada rose from \$2,463.1 millions in 1948 to \$2,494.8 millions in 1949 but declined in 1950 to \$2,223.5 millions. That was due to smaller returns from the grain sales in the prairie provinces in the bookkeeping payments of the Wheat Board plus adverse harvesting conditions which delayed deliveries. Reduced income from the sale of eggs and dairy products to Britain was more than balanced by increased sales of livestock.

But in the first quarter of 1951, dollar sales of farm products are again rising steeply. For the period January, February and March, cash income from the sale of

farm products in all Canada rose from \$411,152,000 in 1950 to \$477,493,000 in 1951.

The other side of this rise in farm prices is what it is costing the farmer to produce food for Canadians and export.

For all Canada, the composite Dominion Bureau of Statistics index of commodities and services used by farmers, in production, and their farm family living costs rose from 200.5 as of January, 1949 to 232.5 as of April, 1951.

Farmers' equipment and material costs rose in that 28 months' period from an index of 180.3 to 209.6; tax and interest rates from 138.7 to 144.3; farm wages from 352.2 to 427.1. At the same time, the farmers' family living costs index advanced from 171.8 to 197.1, well above the Canadian cost of living index.

EDITORIAL NOTES

The Stanley Steamer defeated a gasoline buggy in a Chicago-New York race, too late, alas, to greatly influence the lines along which the automobile industry should develop.

Perhaps it is not altogether a misfortune that this Province lacks oil fields, coal mines, steel mills, and automobile plants. Those who have them seem to have also troubles peculiar to each.

The reduction in hog prices is calculated to increase the consumption of butcher meat of all kinds. Canadians in the first half of this year consumed 10 per cent less beef and veal than they did in the corresponding period last year.

Those who are inclined to be pessimistic about the state of the world should recall such stories as that of the Good Samaritan. How long would an injured man lie today before someone would take compassion on him?

The Battle of Alma was fought this date 1854. The combined armies of Britain, France and Turkey defeated the Russians, the brunt of the fighting falling on the English. The following month came the Russian attack on Balaclava in which the Light Brigade won fame by a fatal but valiant charge.

It is satisfactory to learn that Mr. George Fraser of the Travel Bureau has been discussing the practicability of getting the Carr Speirs Co. of Stamford, Conn., to include the Island in one of its tours during next year's annual meeting of the Canadian Tourist Association at Murray Bay, Quebec. The more visitors of that type the better.

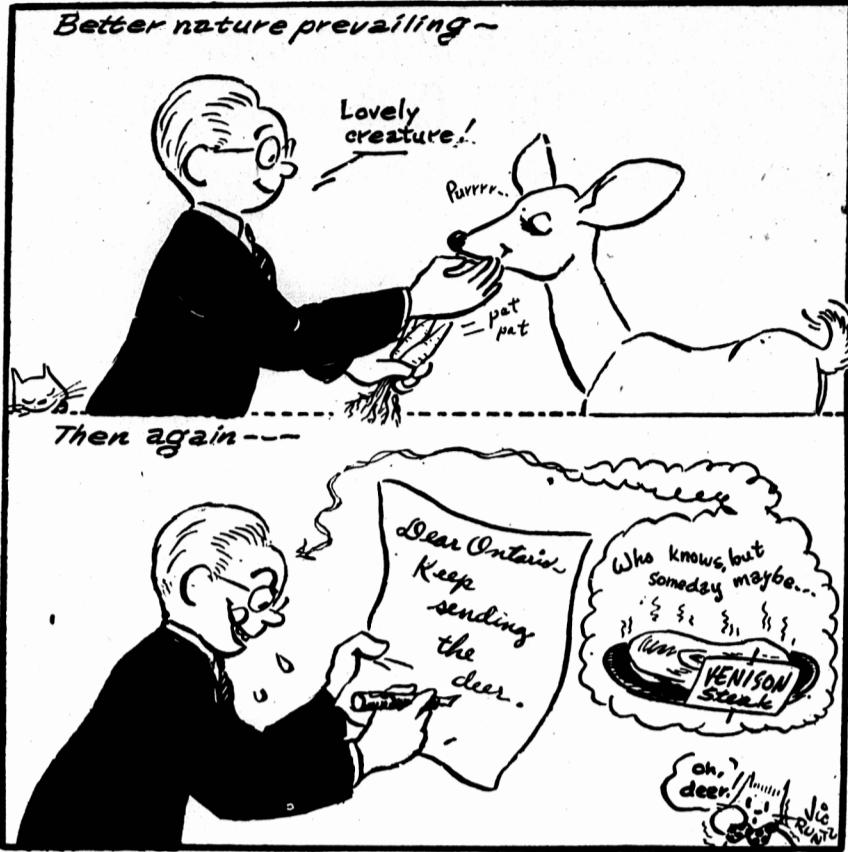
The educational report of the Canadian Education Association proposes that high schools give daily drill in the fundamentals of arithmetic and every-day problems, and also turn out citizens who are socially responsible and can think critically and independently. The first thought of those citizens would undoubtedly be that they should have been grounded in the fundamentals in primary school.

Dr. Yeo's retirement from the office of Coroner in Queen's County recalls, that in addition to being a citizen of lifelong standing, he was at one time, Mayor, and one of the best the city ever possessed. He was attentive and efficient in the discharge of his duties, and an ideal public speaker when called upon to address audiences or to welcome distinguished visitors. "Lang may his lum reek."

The success of the Rural Youth Fair is encouraging to the Agricultural Departments, both Provincial and Federal, and to the farmers as a whole. Too much cannot be done to encourage the young people to remain on the farms and to make it their life work. No one will claim that farming is a money-making industry, but properly conducted it provides a comfortable living and a pleasant way of life. It is not all sunshine, of course, what industry and profession is, but the average farmer lives and prospers in a way few employed in the cities ever do.

Although addressed to farmers, the meaning of weather forecasts published by Farm Journal applies with equal force to all outdoor activities. An interpretation for forecasting terms gives the following meanings: "Fair or partly cloudy"—it's not going to rain. "Risk of showers or thunder showers"—up to one chance in seven that it will rain. "Widely scattered showers"—15 per cent to 30 per cent of the area will probably get rain. "Scattered showers"—30 per cent to 45 per cent of the area will probably get rain. "Showers"—45 per cent to 75 per cent of the area will probably get rain. "General showers"—Figure out a job in the barn; rain in 75 per cent to 100 per cent of the area.

Our Split Personality



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.

AN IDEAL SITE

Sir,—A short time ago you mentioned in one of your brief editorial comments that more than one citizen of Charlottetown had suggested that the now vacant site of the recent fire in this city would afford a splendid site for the new Federal Building about to be erected here. Surely, Sir, no one who read this comment if he were acquainted with the site referred to, could fail to see the sound judgment and good taste involved in this suggestion.

A few days ago the writer stood on the court ground opposite the site referred to and visualized with something approaching rapture the ideal setting of both Federal and Provincial buildings that would be accomplished if this particular site were now chosen for the proposed Federal Building. For directly opposite on the south side of the street that runs by it is the Court House, at once the seat and symbol of British law and order in Prince Edward Island; and only a little less directly opposite is the Provincial Building, containing the seat of our Provincial Government and the cradle-room of Confederation; nearly opposite also is the public Post Office, the Public Library, Close by the site too, is the historic St. Paul's Church of England, and the no less venerable Presbyterian Church of Canada, while on the street corner to the left of it is the great bank that bears the name of our sister Province of Nova Scotia. Lastly, on the street corner to the right of it is the office and press building of The Guardian of the Gulf; and need I say, its great rival is no less favorably located. Taking all these things into consideration, one may well wonder why this site was not chosen for the Federal Building instead of that already selected, before the recent fire. Is it not possible that even now the authorities in charge of the erection of the proposed building, may reconsider the ideal site to be chosen for our Federal Building. Hoping it is possible.

I am, Sir, etc., INTERESTED OBSERVER

TEACHER SHORTAGE PROBLEM

Sir,—In your issue of Sept. 17th you published a letter by Ex-Teacher, Montague, regarding the cause of the teacher shortage in this Province. He writes, that it is his opinion, "the only reason why we have had a scarcity of teachers for some years is that the Dept. of Education changed the regulations by demanding that a student must attend Prince of Wales College for two years before being granted a regular teacher's license." Now Sir, I have listened to many persons discuss this subject and they practically all agree with that opinion, also with Ex-Teacher's suggestion of how to overcome it, i.e., "We should return to the old system, with some improvements, etc."

Indeed, it is a fact, that the present system which has caused the teacher shortage has also caused many mothers and even grandmothers who acquired a license to teach by a one-year course and who have been away from the profession for decades, to return to teaching in order to keep many of the schools open. It is still recognized by the Department as licensed teachers and receive a salary accordingly, while the student fresh from a one-year course at college is issued a "Permit" to teach and receives from the Department a mere pittance as salary.

The result is that there is not nearly enough students taking the two-year course to replace those leaving the profession, while the so-called permit teachers only remain teaching until they can better their positions because of the inadequate salaries paid them by

Old Charlottetown

(And P. E. I.)

BUDDING BARRISTERS

"The Trinity Term of the Supreme Court of Queen's County commenced on Tuesday, their Honours the Master of the Rolls and Mr. Justice Hensley presiding. On the first day of the term, Rowan R. Fitzgerald, Esq., having completed his studies in the office of E. J. Hodgson, Esq., applied for examination previous to his admission as an attorney of the Court, and Mr. Neil MacLeod, B.A., of Ugg, made a similar application preparatory to his being entered a law student, in the office of Messrs. Palmer & MacLeod."

—The Islander, July 2, 1950.

the Department and the fact that they must accept the poorer schools with low supplement. Even after they have proven to be capable and satisfactory teachers and have improved their abilities by attending summer schools the Department will not grant them a license.

Furthermore, another group and source of teachers will be lost when the new old-age pensions policy becomes effective, because a number who will be eligible were either teaching or would return to do so in the vacant schools. I need they, along with other "one-year course licensed teachers" have been urging the Department, with success, not to grant licenses to young students who have only taken a one-year course. What comedy, if it were not so tragic.

I am, Sir, etc., PARENT.

RAILWAY TRUCK SERVICE

Sir,—I respectfully submit that your editorial in the September 11th issue, commenting on the Canadian National Railways' acquisition of your subsidiary, Provincial Transport Ltd., leaves several things unsaid which are perhaps worthy of note in any public consideration of this crucial development.

Last year, when the Canadian National Railways proposed to operate highway trucking services throughout Prince Edward Island, Premier J. Walter Jones stated, "Until the whole question of jurisdiction as between the Board of Transport Commissioners and the Public Utilities Commission is resolved, and provincial authority over all highway traffic established unquestionably, the Government of Prince Edward Island does not feel justified in either accepting or rejecting the proposals of the C. N. R. for co-ordination of bus, truck, and rail service under C. N. R. management in this Province."

Also, a resolution dealing with the proposed trucking service was passed by the Prince Edward Island Legislature, as follows: "Be it therefore resolved by this assembly that in the granting of public licences or franchises to the Canadian National Railway."

I do not believe that the unanimous views of the elected representatives of the people of Prince Edward Island can be ignored in discussion of railway operation of trucking services. The Canadian Automotive Transportation Association—which represents truckers, small and large, all over Canada—believes that the stand taken last year, by the elected representatives of the people of Prince Edward Island was the right one and we hope that it will be upheld.

The Age-Old Story

And, behold, there was a certain man before him which had the dropsy. And Jesus answering spake unto the lawyers and Pharisees, saying, Is it lawful to heal on the sabbath day? And they held their peace. And he took him, and healed him, and let him go; and answered them, saying, Which of you shall have an ass or an ox fallen into a pit, and will not straightway pull him out on the Sabbath day?

approval of the Government, the Opposition, the newspapers, or any other representative public body.

Subsequently came the railway strike of August, 1950. Exactly what happens when railways get control of transportation facilities supplementary to rail operations was revealed in the disastrous stoppage of the Department of Transport's car ferry, Abegweit, operated by the C. N. R. as the agent for the Department. Not until the dying hours of the nine-day strike did the C.N.R.-operated ferry start running again. Is it not fair to ask if this was not a foretaste of what will happen if the C. N. R., owning and operating trucks as well as car ferries, should be strike-bound at some future date? The implications for Prince Edward Island shippers need no elaboration.

Last year, legislative opinion—rightly, we believe—was against a C.N.R. monopoly of surface transportation in Prince Edward Island. While the Island Province moves into the grip of C. N. R. transportation control, every other constructive growth of the trucking industry in these provinces, the railways have been put on their mettle. They have been forced to step up and improve their service to the public. They have had to take a second long look at their rate structure. They will continue to have to do these things as long as they are challenged by fast, flexible, economical trucking service on our highways.

That is free enterprise. That is competition. That is what most of us believe in here in Canada. Who can deny that the public is benefitting from it?

Is it not good for Prince Edward Island to have highway transport operated independently by local businessmen—men capable of providing good service in normal times, and of stepping into the transportation breach in an emergency such as a complete stoppage of all railway operations which the nation experienced last year?

C. A. T. A. is opposed to railway operation of highway transport. It is not selfish opposition. When the railways buy their way into the trucking business, they pay good prices. Past experience of railway truck line purchases indicates that it is profitable for the trucker to sell his business to the railways and start anew elsewhere. In other words, self-interest would dictate a policy of inviting the railways to come in and start buying up the trucking industry, stock, and barrel; then all of us in the industry could go away and bask in the Florida sunshine at railway expense! But the C. N. R. will attain no such monopoly by default. The organized trucking industry will resist every effort of the C. N. R. to expand beyond its railway lines onto the highways of Canada.

Notes By The Way

Plenty of people would think the world better off if Deputy-Foreign Minister Andrei Gromyko and his associates of the Kremlin were shot. But every precaution must be taken to see they are not assassinated while in a free, democratic country. The wisdom of a strong police guard escorting the Soviet delegation in San Francisco, after reported threats by White Russians, should be self-evident. Nothing would play into the hands of the Kremlin more than to have Mr. Gromyko killed while attending a peace conference in the United States. Through such an assassination would have been the work of bitter exiles from Russia, Soviet propaganda would try to convince its own people, and as many others as possible, it was part of a deliberate plot by a war-seeking United States. We cannot win our conflict with Communism by assassination. — Windsor Daily Star.

What has been described as the first major international research project under the E. C. A. Technical Assistance Scheme is being financed jointly by the Irish Government and by E. C. A. to investigate the possibility of the commercial extraction of gasoline from peat. According to E. C. A. headquarters in Washington, this is "one of the best development proposals yet to come out of a Marshall Plan" country. For a long time the extraction of gasoline from peat has been known to be technically possible, but very costly. The basis of the scheme is to heat the peat slowly, gasify it, and use the gases given off. One of these gases is nitrogen which can be used to manufacture nitrate fertilizers. The remaining products can be used together with a "cracking" plant, to produce gasoline or other liquid fuels, or alternatively to drive gas-powered electric generators. — News of Ireland.

Through 12 years of austerity the British people have maintained and improved their health to a remarkable degree. They have, of course, have been in no great danger of incurring the ill caused by over-eating. But the main credit for their record must go to preventive services and social measures like the "fair shares" policy on living standards, milk and meals for school children, and the national health scheme. Sir John Charles, in his first annual report as chief medical officer of the ministry of health, puts the civilian death rate at 11.8, lower than the year since 1938, except 1948. For the fourth year in succession, infant mortality has decreased. The birth rate continues to be above the average of the 1930's. — Ottawa Citizen.

The Poet's Corner CLOVER Tell me—for I long to know— How, in darkness there below, Was your fairy fabric spun, Spread and fashioned, three in one? Did you, gossips gold and blue, Sky and Sunshine, choose for you, Ere your triple forms were seen, Suited liveries of green? Can ye,—if ye dwell indeed Captives of a prison seed,— Like the Genie, once again Get you back into the grain? Little masters, may I stand In your presence, hat in hand, Waiting till you solve for me This your threefold mystery! —John Banister Tabb.

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