

THE GUARDIAN

Morning Daily (Founded in 1847)
Authorized as Second Class Mail Post Office
Department, Ottawa
The Island Guardian Publishing Co.
Editor and Managing Director, J. H. Burnett
Associate Editor, Frank Walker.

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

CHARLOTTETOWN TUESDAY, JUNE 6, 1950

Swine Breeders In Session

This is a big day agriculturally for Prince Edward Island, banner swine breeding Province of the Dominion, which is playing host to the Canadian Swine Breeders' Association whose convention here this week is the first to be held in the Maritime Provinces.

Much credit for bringing the convention here, as well as for the development of our swine industry in recent years, is due to Mr. Clay, senior livestock fieldman for the Dominion Department of Agriculture who is also on the executive of the P. E. I. Swine Breeders' Association which is headed by Mr. Wylie Gibson, of Marshfield.

Welcome Mr. Towers

The Bank of Canada, headed by Mr. Graham Towers, who with three of his Executive Directors, is visiting Charlottetown this week, is "a banker's bank."

Since its founding in 1934 the Bank of Canada has taken over the issuing of all banknotes in this country, formerly a function shared by the Dominion Government and the chartered banks.

Foreign exchange, on which Mr. Towers himself is a foremost authority, is another preoccupation of the Central Bank, as are the relations of this country with various international banking organizations.

In this age of controls it is vital to business to have ready access to those whose duty it is to interpret Government policy, and it goes without saying that this capital city should again have a branch of the Bank of Canada to receive and supply coin and paper currency as well as to carry Government bonds for sale through the Banks and brokers.

The re-opening of that branch is fortunately as far distant as the completion of Charlottetown's new Federal Building.

Dr. Smith's Warning

In the considered opinion of Dr. Sydney Smith, President of the University of Toronto, the offering of new occupational—or "know-how"—courses in Canadian universities and the manufacturing of new degrees to fit them, is not a sign of progress educationally, but a matter of "deep concern if not serious alarm."

The tendency to discount academic training is all too current throughout the country. As Dr. Smith notes, it is much easier to obtain funds from government and industry for schools such as medicine, dentistry, nursing, engineering and architecture than for the humanities and social sciences.

While professional schools in the main prepare their students for their occupations, professors in the humanities and the social sciences "can assist in preparing them against their occupations," Dr. Smith argues. When considering a new subject or a new course, educationists should ask themselves "whether it is related to the validation and discovery of fundamental principles."

Dr. Smith sounded his warning at the last week's National Conference of Canadian Universities at Kingston. His emphasis on fundamental principles is timely and necessary.

EDITORIAL NOTES

The worst part of a holiday is getting over it, but a week-end one has the advantage of enabling most people to enjoy it leisurely.

Had the Newfoundland detachment of the R. C. M. P. laid Excise charges against the owners of the M. V. Eskimo we might have learned just how much the Crown Corporation is a private company and how much an agent of the Government.

Charlottetown's waterfront leaves much to be desired in the way of maintenance as noted in the report to the Board of Trade. A partial but most satisfactory remedy would be the establishment of the Naval Reserve division, H. M. C. S. Queen Charlotte, on a waterside site.

Quebec sportsmen are concerned over the regulation of hunting and fishing activities with the use of aircraft. The problem takes a rather different aspect here. Our sports are most likely to fish and shoot in neighboring Provinces when they become air minded.

It seems unfortunate that the car ferry, the M. V. Abegweit, should once more be off in Montreal for refit during the tourist season. It would be a great advantage if the necessary work could be done, say at Saint John, before summer makes its appearance.

It did not take travellers from away to convince us of the dusty condition of our roads. For over a fortnight now autoists have been protesting that in certain areas it is hardly safe to drive at a rate of more than ten miles an hour because of dust clouds.

The Board of Trade report shows that the members are taking an active interest in civic and provincial affairs. Perhaps, however, a little less concern about protecting established interests and more emphasis on making attractive opportunities for new business would not be amiss.

A no loitering law. Four young girls were arrested at The Hague last week under an ancient statute which decrees that "girls below 18 years of age, going home after 10 o'clock at night, must stop briskly" if they are not to be detained by the police. Later their parents were allowed to take them home.

Six years ago, on June 6, 1944, D-Day came at last with the Allied invasion of Normandy. On a 25-mile front west of the River Orne, British, United States and Canadian forces broke into Hitler's vaunted "Fortress Europe" and the big push was on. Less than a year later, Hitler was dead and his armies defeated and routed. The "glorious" German Reich, that was to have lasted 1,000 years, lasted scarcely a dozen.

Our dairy cattle are being snapped up by dairy farmers across the border, and here, especially, it is true what is their gain is our loss. We are building quality stock to encourage farmers elsewhere to improve their produce. The welcome visitors here making purchases last week, offered the suggestion that, in one instance at all events, we should import some more outstanding blooded sires to further improve our stock.

One of the most widespread fallacies among business men is that Christmas comes approximately six months after June, says a trade paper advertisement. In terms of business days, nothing could be further from the truth. Figure it out for yourself. Vacations take a big bite out of the Summer; conventions and other things eat up the early Fall; consequently, the time to start planning for Christmas is now—for Christmas is practically tomorrow.

Count Camillo Benso Cavour, Italian statesman, died this date 1861; withdrawing from a military career to follow farming he did much to improve the economic conditions of the Piedmontese; he entered the political arena in 1848, and was successively Minister of Agriculture, Commerce, Marine Finance, becoming Premier in 1852. In 1858 he entered into a secret treaty with Napoleon with a view to driving the Austrians out of Italy; he encouraged the efforts of Garibaldi; and the dreams and struggles of his life were to found a united Italy, which he lived to see accomplished.

Lord Baldwin of Bewdley, eldest son of the late Stanley Baldwin, British Prime Minister, is about to retire as Governor of the Leeward Islands and will return to England this month. It will be recalled that his lordship early in his regime got at loggerheads with his bosses at the Colonial Office, London, and was recalled for explanations. Subsequently he returned and got an enthusiastic reception from the black and coloured people. Now, it is announced that for "health and personal reasons" he has "abdicated."



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.

STEVEDORING CHARGES

Sir, — We read with considerable interest in your paper a report of a committee of the Charlottetown Board of Trade regarding stevedoring charges in the Port of Charlottetown. The investigation by this committee would appear to have not been very thorough as loading rates at St. John, N.B., Halifax, N.S. and St. John's, Newfoundland, could be obtained by writing to the secretaries of the Unions in those ports. The committee chairman states in his report that our union has no methods of bargaining and that our rates were set by a committee and forced on the shippers, while negotiations were under way for a working agreement with the shippers and agents last year's rates were verbally accepted without protest.

For the information of Mr. Boudrias and his committee and the public at large, the following rates are for Maritime ports and are taken from the agreement between the Shipping Federation and General Longshore Workers: — Port of St. John, N.B., the rate of wages for handling general cargo for day work is \$1.38 per hour, night work \$1.48 per hour. The rate for handling bulk cargo (fertilizer) \$1.68 per hour per day. \$1.78 night. Molasses \$1.48 per hour. Halifax, N.S. general cargo \$1.35 per hour day. \$1.45 night, molasses \$1.45 per hour. St. John's, Newfoundland, general cargo \$1.22 per hour, 28 men per gang. Scale of wages for bulk cargo for this port not available at present. Charlottetown P.E.I. general cargo 90 cts. per hour by day, \$1.06 night. Bulk cargo (fertilizer) \$1.20 per hour day or night. Molasses \$1.00 per hour day or night.

The agents and shippers in this port claim our rates are higher due to the fact that more men per gang are hired. In the port of Halifax there are 19 men to a gang with sling loads of 1,470 lbs. and the number of men are increased with the weight of sling load. At the Port of St. John the same rule applies with 16 men to a gang. The freight rate on potatoes from P. E. I. to St. John is 27 cts. per cwt., roughly \$135.00 per car. To Halifax the rate is 29 cts. per cwt., roughly \$145.00 per car. The loading facilities at the ports of St. John and Halifax are more modern and therefore must be taken into consideration in comparing the number of men employed in a gang in the different ports. In Charlottetown sling loads are 1,500 and 1,600 lbs. taken from cars and sheds. It has never been the practice of the L.P.U. to force any agreement on the shippers or agents in this Port. It has always been a practice and is at present for a committee from the L.P.U. to meet the shippers or agents to discuss wages and working conditions. It might be well to point out that it was the L.P.U. that took the initiative in applying to the Labor Relations Board at Ottawa for certification and bargaining rights for this port which was granted and approved by this Board and accepted by the L.P.U. and the agents and shippers. This should prove that the rates of wages for stevedoring at the Port of Charlottetown are less than at other comparable Maritime ports. You would have thought that

The Age-Old Story

I will ransom them from the power of the grave, I will redeem them from death; O death, I will be thy plagues, O grave I will be thy destruction.

POLITICAL LEADERSHIP

Sir,—We read in your columns on several occasions where some bright brains are going so far ahead of our present day proceedings in the way of selecting a new Premier for this happy and prosperous little Province. They should pause and consider very seriously the sentiments of contention they are arousing throughout this agricultural community. While this consideration is on their minds they can ask themselves who brought back this Government in 1947 with an increased majority? and their answer can plainly be the Hon. J. Walter Jones, our former Premier, and the farmers and farmers' wives turned out to vote Liberal especially for him, regardless of who his Government candidate may have been at that time or place. This is a fact beyond all contradiction. Now in this critical time someone predicts we want a new Premier, and the names mentioned up to the present time are not by any means farmers except one hon. gentleman, and he has sold out his farm and is at present loaded down with activities in his new department. He, like our Premier, is doing a grand job in that capacity; more business enterprises, more people well pleased every day, and why? The answer is quite simple again in this case; the right man in the right place, just like Premier Jones, can always find the time to realize our wants and if they are in line with the prosperity and the welfare of this Province, they will get the word to go ahead. That is why we have such a paradise and such a prosperous look into the far future.

OVERWHELMING RESPONSE

Sir,—I am very sorry I have been so long in waiting to write my thanks to you for printing my letter in your paper. I have been ill and it has been difficult for me to write.

You were most kind. Thank you so much. And the dear Island people! How gracious they are. Ann and I and the family are just overwhelmed with your kindness and are most grateful to all of you who wrote about me. We received many many letters, booklets, maps, magazines, newspapers, postal card pictures, newspaper clippings, snapshots, pictures of dear children of those who were writing; letters from fourth grade girls, high school girls, teachers, relatives, former pupils of L.M. Montgomery — a letter from a college classmate of the author. (Aren't you ashamed for telling me about the mosquitoes that suck ones life blood away?) — A jewel of a letter — oh such beautiful penmanship — from a dear seventy-nine year old Acadian Frenchman, and I am enjoying his correspondence so much.

And yes, one dear lady sent me pages from her precious scrapbook. Such kindness to strangers. How kind you were. Another steam-er clipping from her scrapbook and sent us. All of you have surely made P. E. I., and Green Gables "come alive" for us. I still think it must be a most wonderful place. As we lingered over breakfast one morning, I lamented, "I'll probably never get to go to P. E. I." And Ann comforted me with, "Don't feel so badly, mother. You are going to Heaven, and I know P. E. I. just can't be as beautiful as Heaven."

On Collecting

There is one fact which should be whispered into the ear of those Members of Parliament, including particularly those from British Columbia, who seem to be doing a lot of boondoggling over the application for charters to build natural gas pipelines to the Pacific coast. And the fact is that Texas gas pipeline interests are headed for the northwestern U. S. market as fast as they can lay the pipe. Work is already well advanced in building from the present West-at Los Angeles northward to San Bern terminus of Texas pipelines Francisco. From San Francisco the next step is north to Portland, Seattle and Tacoma. —Leith-bridge Herald.

Notes By The Way

When the Reds so obviously don't want us behind their Iron Curtain, why should we be so squeamish about expelling them from this country? American embassies and consulates in Soviet-bloc countries are so hedged about and ghettoed that they are useless as "listening posts". While in the United States, we permit their diplomatic missions to become hotbeds and spawning grounds for espionage and subversion. Why not clear out the whole kaboodle of them? —Detroit Free Press.

Old Charlottetown

Several schools were found as destitute of fuel as to render it necessary for the children to be dismissed long before the hour, to prevent suffering from the effects of cold. In other places a stick or two was lying at the door, apparently just hauled in, in anticipation of my visit. Again, it is often left to the bigger boys in rotation to make the morning fire, and want of punctuality is the consequence. In some instances the teacher himself undertakes that duty. The only satisfactory plan is for trustees to agree with one certain person to provide firing, and attend to the making of fires at least an hour before the school opens; an immense saving of time, in the aggregate, would result when children at entering could be instantly warmed, and begin their work, instead of shivering until eleven or twelve o'clock, as at present. Before they can open a book. It is not uncommon to find in the register columns marked, "No school, no fuel this day." This state of matters is decidedly able, and as a corrective, it would be advisable for the Board to resolve on suspending the registration of any school dismissed or closed a second time in the same winter, for want of the necessary fuel.

FUEL FOR SCHOOLS

—Report of John McNeill, Visitor of Schools, for the year ending February, 1950.

The Poet's Corner

A THUNDERSTORM
A moment the wild swallows lit
A flight
Of withered gust-caught leaves,
severely high,
Toss in the wind-rack up the mull-
tering sky.
The leaves hang still. Above the
weird twilight,
The hurrying centres of the storm
unite
And spreading with huge trunk
and rolling fringe,
Each wheeled upon its own trem-
endous hinge,
Tower darkening on, And now
from heaven's height,
With the long roar of elm-trees
swept and swayed,
And pelted waters, on the varn-
ished plain
Plunges the blast. Behind the wild
That splits abroad the pealing
thunder-crash,
Over bleared fields and garden
disarrayed,
Column on column comes the
drenching rain.

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