

THE GUARDIAN

Authorized as Second Class Mail Post Office Department, Ottawa. The Island Guardian Publishing Co. President and Associate Editor, Ian A. Burnett, Associate Editor, Frank Walker. CIRCULATION "Covers Prince Edward Island like the dew" "The strongest memory is weaker than the weakest ink". CHARLOTTETOWN, THURSDAY, JAN. 29, 1953

The Car Ferry Situation

Welcome to all our Island citizens is the assurance from Mr. Donald Gordon, President of the Canadian National Railways, that there is no reason to fear interruption of our ferry service in spite of the railway strike called for Monday by the Brotherhood of Railway Trainmen, and that all necessary steps are being taken to ensure continuity of operation. It may be assumed that Mr. Gordon is cognizant of all the circumstances, and we know that he does not give pledges lightly. Nevertheless, it is impossible to foresee the full effect of a railway tieup, and the responsibility still devolves upon the Government of safeguarding our ferry service from its consequences.

Transport Minister Chevrier's reply to a telegram on this subject from the Summer-side Board of Trade was anything but satisfactory. He promised that, in the event of an impasse being reached between the Railway and employees, the matter would "be discussed." Two years ago, while the last strike was in progress, Mr. Chevrier's contention was that to withdraw ships from the entrustment order and assume governmental responsibility would be regarded "as a breach of the right to strike." All he could suggest at that time was that the Department of Labour be asked to approach the Union leadership "to ascertain if they will not consent to the operation of the ferry."

Thus the Union leaders were permitted to decide the issue in 1950, and it was they—not the Railway—who gave consent to the Abegweit resuming operations a few days before the strike terminated. The Railway was helpless in the matter and the Transport Department refused to budge. It became necessary to call a special session of the Legislature. The Union leaders had previously intimated quite definitely that the ferries would not move until the strike was raised, but the announcement of the General Assembly being called was quickly followed by the Abegweit's release. In the meantime, however, we had suffered serious loss and the business of the Province was practically brought to a standstill.

At the special session called on Sept. 7, 1950, a resolution was adopted unanimously, calling upon the Dominion Government to pay Prince Edward Island the damage occasioned by the Government's failure to maintain the Borden-Tormentine service continuously, to take "such steps as may in future be deemed expedient to ensure that the communication will be continuous and uninterrupted," to place the car ferries under the control of a Commission or Department of Government, and to assume and defray all the charges in connection therewith, in accordance with Confederation terms and conditions.

In moving this resolution Premier Jones pointed out that there was in the agreement between the unions and the car ferry crews a section providing that the Government Vessels Discipline Act should take precedence over the agreement should the necessity arise, and that this section should have been invoked. There was also statutory provision for the Transport Department taking over the ferry operation in the event of an emergency.

Meanwhile, in the House of Commons on Aug. 31, Mr. J. Watson MacNaught raised the following question: "In view of the recent disruption of continuous transportation connection between Prince Edward Island and the mainland which was guaranteed by Confederation, will the Government consider ways and means of preventing such disruption of vital services in future?" Mr. Chevrier's reply was that he would bring the matter to the attention of his Cabinet colleagues.

In the Senate the issue was raised by Senator Barbour, who maintained that the Government was obliged to keep the ferries in action regardless of strike conditions, and that arrangements to this effect could be made without damaging either labour or the Canadian National Railways management.

These arguments are just as valid today as they were two years ago. Notwithstanding Mr. Gordon's assurance so far as the Railway is concerned, the issue is still unsettled. It will, at best, remain a source of worry and uncertainty to the people of this Province until the Federal Government is brought to a fuller realization of its responsibilities.

Canadians Of Today

An analysis of the last census returns indicate that Canada has already entered the "melting pot" stage. The figures show 47.9 per cent of the population to be still of British origin; French, 30.8 per cent and peoples of other European origins 18.2. The balance consists of Asiatics, native Indians and Eskimos and a few others not slated.

The percentage of British origin has been gradually decreasing during the last half century and has dropped from 57 per cent in 1901 to the figure above given. On the other hand, those of French origin, in percentage compared with the whole country, have not increased much but remained fairly stationary at 30.8. In 1901 the percentage of French was 30.7. The great change has been an increase of peoples of other European origins. The total number of other European origins in 1901 was only 8.5 per cent and by the last census this had increased to 18.2 per cent.

Those of German origin are the third largest racial group in Canada, but have decreased in comparative numbers in recent years owing to the small immigration due to two wars. After the First Great War there must have been a lot of people of German origin who did not admit their German descent. In the census of 1911 there were recorded 403,417 of German descent, while in the census of 1921 there were only 294,635 who gave Germany as their country of origin. Today those of German origin are placed at 619,995, or 4.4 per cent of the total population.

The Ukrainians form today the fourth largest racial group in Canada. Fifty years ago there were only 5,682 of Ukrainian origin, but by the last census this had grown to slightly under 400,000. The Scandinavians are next with 283,024 and the Dutch next with 264,267. There are today 219,845 Poles.

It is surprising to learn that Ontario has more Ukrainians, more Poles, and more Italians than any other province. There are over 93,000 Ukrainians in that province, a Polish population of over 87,000 and an Italian population of over 87,000 compared with a total Italian population in all of Canada of 152,245.

EDITORIAL NOTES

Housewives find it difficult to understand the talk of a glut of fresh fish. American markets may be temporarily over-supplied but the variety available on the local market is hardly more impressive than before the big catches were being landed.

The campaign started by the workers at Bruce Stewart and Co. Ltd. for a marine slip goes on apace. A strong committee has been set up and advised to work for a slip, not large enough to handle the "Abegweit", but sufficiently large to handle corvettes and all local craft.

The difficulty of making regulations dealing with road conditions in such a winter as this can readily be appreciated. Users of the roads have every interest in following the suggestions of the Minister to do their hauling while roads are frozen. Those who disregard this precaution are doing a very ill turn to other road users and to themselves.

It is encouraging to note that the Maritimes' steel and coal giant—Dominion Steel and Coal Corporation—is completing a huge plant improvement programme which will not only enable it to process for the first time the total quantity of steel produced from its Sydney furnaces, but at a considerably reduced cost. Completion of the projects will approximately double the capacity of the Dosco mines.

Douglas Haig, first Earl, British field-marshal, died this date 1928. A serious professional soldier, he passed Staff College and joined the Egyptian Army. He was at Atbara and Khartoum in 1898, held important posts during the South African War and became chief of staff in India. He landed in France with the B.E.F. and in Dec., 1915 succeeded Sir John French as commander-in-chief. Through his efforts many veterans' organizations were welded into the Legion.

Shortly after the American elections, concern was expressed around the world that the U. S. would raise tariffs. However, notes the Detroit Board of Commerce, a wave of American business thinking in recent weeks is instead calling for the reduction or eventual abolition of American tariffs, and also for customs simplification. This attitude has been echoed recently in business and banking circles, and the slogan, "Trade, Not Aid" has been repeated by many speakers at various American business conventions, among them the National Association of Manufacturers in New York in December.

"We're Holding You To Your Pledge"



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.

THE ANTIDOTE TO FEAR

Sir,—In the January 2nd issue of The Guardian, "Observer" gives us a talk on fear. I wish he had given us the antidote for fear, for I am sure he could have done it better than I can. No question, fear is in these days a real and widespread torment. It is the parent of many diseases that afflict the human body. It digs more graves than cancer. But the physical effects are nothing compared with the spiritual. It is like sand in the gear-box of a car, grinding and deteriorating the whole machinery of life. I worked on the farm with a man who had a good wife, an extra good farm and a promising future, but he was plagued with the fear that he would die in the poor-house. That man didn't have a happy day, and how many people are unhappy because they fear some evil which very likely is imaginary.

There is an antidote to fear, a very simple one, so simple that it is often overlooked. We believe there is a God. We all believe that. We believe also that he has power to care for us. The message of the Bible is summed up and set forth in one remarkable passage: "The Eternal God is thy refuge, and underneath are the everlasting arms."

Who can doubt the truth of that statement? If there is a God, and he has spoken to man, that is his message, or he is not here at all. What then have we to fear? "The fear that is with us is more than that that can be against us." Jesus said to his followers: "I will never leave you." He wanted these words to ring in their ears as long as they lived; and they did. He said to them: "I send you out as sheep among wolves. Where they discouraged and afraid? Not a bit. They were among the most dauntless and triumphant men that ever lived."

Can we get that spirit? Of course we can, just the way those early men got it, by simply taking the promise at face value. I am, Sir, W. I. GREEN Stanley Bridge.

Old Charlottetown (And P. E. I.)

MEMBERS' INDEMNITIES Legislative Council, April 26, 1841: The following document was submitted to the House, on the passing of the Appropriation Bill: "Whereas in the Appropriation Bill passed by the House of Assembly, and now before this House, the sum of £30 is voted to each member of the House of Assembly, and £60 to the Speaker, for his pay, during the present session, independent of travelling expense, and which sum will amount in the aggregate to between £700 and £800; "And whereas in our opinion the system of permitting members of the House of Assembly to appropriate to themselves so large a sum for their pay, is calculated to lower the character and respectability of that body, by inducing unfit and unqualified persons, who may be actuated less by being useful to the country, than by the prospect of emolument, to obtain seats; "And whereas we feel deeply sensible of the ill consequence attending the allowance of pay to the members of the Assembly, especially on considering the fact that the respective Assemblies of the neighboring Provinces of Nova Scotia and New Brunswick, each of which, with an infinitely greater amount of business to transact, met about the same time as the Assembly of this Island, and, having despatched their business, have H. Peters, John M. Holl.

Notes By The Way

Worried about the possible impact of the St. Lawrence Seaway upon its own business, the Canadian Ship Building and Ship Repairing Association declares that the Canadian coastal trade should be reserved to ships built and registered in Canada. The association is afraid of outside competition. Canadian ship builders and operators might be better advised to press for removal of restrictions by other countries, rather than campaign for more protection for themselves. — Ottawa Citizen.

The Herald would very much dislike to see the Canadian Pacific Railway nationalized. Canada has one nationalized railway, the Canadian National, which came to us out of the mismanagement of two or three private railway enterprises that over-reached during the boom days of the early 1900's. The CNR is the yardstick. The CPR should continue to operate as a privately owned enterprise. — Leithbridge Herald.

As they apply locally, the census figures reveal that of Algoma's official population of 64,498, English only is spoken by 55,779, French only by 912, and English and French by no less than 7,011. As speaking neither English nor French are 794 people. It is somewhat surprising to find Gaelic listed as the mother tongue of 50 people in Algoma, at a time when the decline in this language's usage in both Scottish and Irish areas of its origin is being mourned by lovers of the Gaelic tradition. — Sault Ste. Marie Star.

Archbishop Sexton and Mayor Harrison have spear-headed moves to stop tree cutting in Beacon Hill Park. Their action follows removal of 19 specimens, including an oak, a crabapple, a spruce, two alders, six Lawson cypresses, one Douglas fir and seven balsam firs. Those trees are down. Nothing can put them back. But before any more join the ranks of the felled, Victoria should know what policy is being followed, and why such cutting has proceeded without the knowledge of the council or the public — as the mayor says it has. — Victoria Times.

It is hard to imagine that reasonable men should take pleasure in bringing firemen out needlessly. Yet the number of these is greater than we would have thought possible. It is reported that during last year more than 3,000 false alarms were sounded in Montreal. And it should be emphasized that that represents one-quarter of all the calls to which firemen responded during the twelve-month. This is a situation which has been since prorogued: "We cannot resist the conclusion, that the present session, during which only fourteen Bills have been passed, has been protracted far beyond what the business of the country required, and thereby not only does the appropriation to the members themselves amount to a most unreasonable sum, but the other expenses attending the sitting of the House have been swelled to an enormous amount. "But because no notice has heretofore been given of an intention to object to the pay of the members of the House of Assembly, and as the withholding any portion thereof without such notice might occasion inconvenience to some of them, we have been induced to give our assent to this item in the present Bill, at the same time expressing our strong disapprobation of the system, and our determination to resist so unnecessarily large an expenditure of the public money for the future." (Signed) Charles Worrall, Donald Macdonald, William Macintosh, John Livett, P. S. MacNutt, James H. Peters, John M. Holl.

that is repeated from year to year... What some people consider only a joke is in fact an act fraught with the most serious consequences. — La Presse.

Any close student of Asia knows that agrarian reform is a crucial necessity in most parts of the East. Had Chiang Kai-shek recognized this earlier there might not have been the colossal waste of American aid that took place in the early post-war years when the few in China lined their pockets with what was meant for the benefit of the many. An admirable program of land reform was later initiated in Formosa under joint Chinese-American auspices, but only after the Communists—carrying the popular banner of agrarian reform—had won possession of the mainland. — Christian Science Monitor.

The Poet's Corner

AFTERWARDS When the present has latched its postern behind my tremulous stay, And the May month flaps its glad green leaves like wings, Delicate-filmed as new-spun silk, will the neighbors say, "He was a man who used to notice such things?"

If it be in the dusk, when, like an eyelid's soundless blink, The dewfall-hawk comes crossing the shades to alight, Upon the wind-warped upland thorn, a gazer may think, "To him this must have been a familiar sight."

If I pass during some nocturnal blackness, mothy and warm, When the hedgehog travels furtively over the lawn, One may say, "He strove that such innocent creatures should come to no harm, But he could do little for them; and now he is gone."

If, when hearing that I have been stilled at last, they stand at the door, Watching the full-starred heavens that winter sees, Will this thought rise in those who will meet my face no more, "He was one who had an eye for such mysteries?"

And will any say when my bell of quittance is heard in the gloom, And a crossing breeze cuts a pause in its outrollings, Till they rise again, as they were a new bell's boom, "He hears it not now, but used to notice such things?" — Thomas Hardy.

The Age-Old Story

God is my witness, whom I serve with my spirit in the gospel of his Son, that without ceasing I make mention of you always in my prayers... For I am not ashamed of the gospel of Christ: for it is the power of God unto salvation to every one that believeth; to the Jew first, and also to the Greek. For therein is the righteousness of God revealed from faith to faith: as it is written, The just shall live by faith... For the invisible things of him from the creation of the world are clearly seen, being understood by the things that are made, even his eternal power and God-head.

The Passing Scene

By Observer THE NEWS The C. B. C. has come in for a lot of adverse criticism from time to time. No doubt, like all Government agencies, it is likely at times to become ultra-bureaucratic in its methods and a bit obscure in its aims. Nevertheless, it has a number of useful functions and it may be that but for the central control it exercises on broadcasting in general radio in Canada would be much worse off than it is even though there is now much room for improvement. According to a recent news item an effort is currently being made to persuade the corporations to change one of its regulations having to do with advertising in connection with news announcements. As it stands the regulation reads: "No station shall broadcast any advertising content in the body of a news broadcast." The critics want this changed to read: "No advertising material shall be broadcast in connection with news news-casts in such a fashion that it simulates or appears to simulate news." In asking for this change its sponsors claim that what they call the "intent" of the present regulation would be preserved. At first glance this would appear to be a weak argument. Advertising is permitted at the beginning of the broadcast and at its end but not in the middle. The intent, obviously, is to assure the listener uninterrupted reception of the news. Whether or not any interruption might simulate or appear to simulate news would seem altogether irrelevant to the matter. I, for one, and I feel sure there are thousands like me, devoutly hope that the C. B. C. governors will turn deaf ears to the lobbyists and keep the regulation just as it is. It would be better still if they could find some way to eliminate advertising altogether from news broadcasts but this is too much to expect at the present time. We have to be realistic about it and admit that money must come from somewhere to pay for the news. No one would be unreasonable enough to suggest that sponsors of radio programmes, including news broadcasts, should have no say in the matter. If they pay the piper, as the saying goes, they are entitled to call the tune up to a certain point, that is. The reason why they sponsor news bulletins is that they might get a good word in for their wares. Their interest in public information on world affairs is very secondary to that, a circumstance which is quite understandable. At the same time, radio listeners also have rights and it is no joke to the listener, whatever it may be to the sponsor, to have an interesting news bulletin stricken right in the centre in order that imposing and often exaggerated claims may be advanced for a pill, a hair tonic, or a cigarette. There are times, no doubt, when the average listener, and perhaps the non-average as well, is all agog to hear the latest tribute to a life-saving pill, but it is a little out of place in a bulletin describing some action in the Korean war or France's most recent attempt to form a government. In the United States, where radio broadcasting has surpassed our own in assembly-line techniques, this matter of making advertising news almost indistinguishable from any other kind has been brought to a very fine skill. So much so that the confused listener can never quite tell for instance whether the phrase "resisting aggression," refers to some stand taken by the United Nations or to a hair restorative whose anti-destructive properties immediately begin to do their work at the roots of their hair where deterioration is likely to set in. The attention of many a man with a tiny bald spot on the top of his head has in this way been diverted from an intelligent appraisal of world affairs to a psychosomatic contemplation of what he is led to believe is a humiliation of the first magnitude. When radio was in its infancy there was some excuse for the juvenile bewilderment that marked its entry into the social scene. But radio has reached its maturity and should now be in a position to put away childish things. That it has not yet been able to do so is due in all probability to two things: (1) its dependence on commerce for its livelihood, and (2) public apathy towards broadcasting as a medium of culture and entertainment. It is needless to point out that the one will remain so long as the other is not corrected. The managers of radio stations are not to blame. Their business is to do the best they can with the tools they have and, naturally, their sources of financial income must necessarily figure largely in their deliberations and planning. Only public interest in radio as a cultural medium, strong enough and practical enough to warrant doing away with third rate material of either advertising or entertaining nature, will be sufficient to put the potentially great instrument in the position it deserves to occupy. Meanwhile, financial exigency, however pressing it may be, ought not to be permitted to mix any kind of "puffing" with news broadcasts. The newspapers manage to get along without resort to such garish techniques. They, too, have need of advertising and, in fact, the advertising columns in a well laid out daily provide interesting reading, to say nothing of their economic value to the reader. Of course newspapers have a long tradition behind them, a tradition which demands that everything be kept in its proper place. Editorials are not mixed up with the "to be continued" serial nor items of current news with the comics. In fairness to radio it must be said that it has no tradition as the building of one in any business institution is inevitably a slow and often painful process. The press went through that experience long ago and radio is going through it now.

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