THE GUARDIAN

Morning Daily (Founded in 1887)
Authorized as Second Class Mail Post Office Department, Ottawa
The Island Guardian Publishing Co.
Editor and Managing Director, J. R. Burnett
Associate Editor, Frank Walker.

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

CHARLOTTETOWN, MONDAY, APRIL 3, 1950

E. R. P.

The European Recovery Programme has been in operation for two years and has two years yet to run in order to achieve its purpose of economic and political stability. The total bill to date is reported to be nearly $9,000,000,000, a sum calculated to stagger the imagination. This great plan is not, of course, anything in the nature of a relief project. It was early determined that the object should be to make the war torn countries self sufficient and any diversion of funds to the purposes of direct relief is beside the main purpose. Canada is not, of course, a recipient of E. R. P. bounty but this country has benefited by the improved trading position of European countries indirectly resulting from the E. R. P. stimulus. It is always risky to anticipate the verdict of history but it seems certain that the Marshall Plan and the European Recovery Programme will go down as one of the greatest contributions to civilization ever made by a single country.

Hidden Taxes

The "tidal wave of protests" raised in New Brunswick over the proposed provincial sales tax suggests the following reflections to the New Glasgow Evening News:

"Strangely enough, the federal government is levying double what New Brunswick is tacking on; we have been paying eight per cent on practically everything for years now and not batting an eyelid. We seldom think of it unless we have occasion to import some luxury from the United States and discover the Crown's thorough servants standing by to collect that plus whatever else Parliament in its infinite wisdom has deemed collectible.

"The public does look at things peculiarly. Raise the price of cigarettes a cent a package and there is the dickens to pay. Put on a provincial sales tax and there is grumbling. But have a hidden eight per cent sales tax which amounts to ten, twelve or fourteen by the time it has passed from the manufacturer to the consumer and nary a thought is given it.

"Why? Because the citizen does not know it costs him five or six dollars on his new suit and twenty to twenty-five on the fur coat his wife dreams of, $160 on his car apart from other taxes and a mere $30 or so on that new refrigerator or electric stove.

"It is a pity that merchants didn't put on their advertising literature how much of their price is due to taxation. The citizens would be surprised; most of them. And, perhaps, something might be done about it!

Geological Survey

Relative to the neighboring Provinces, little geological work has been done in Prince Edward Island. The earliest was that of Gesner, about 1840. The latest reconnaissance in this field was conducted in 1948 by Mr. G. C. Milligan, who reported last year to the Provincial Department of Industry and Resources. His report has been published in pamphlet form and copies were tabled in the Legislature shortly before the House prorogued. The members, however, were too busy discussing other matters to give it even passing attention.

Geology is a dry subject, but even to the layman it is interesting to know that the western part of the Province still retains some evidences of the Pleistocene or glacial period. This is in the form of drift and boulders of foreign material, coming in part from Nova Scotia and New Brunswick and in part from gneissic areas of Southern Labrador and the north shore of the St. Lawrence. The gravel deposits of Huntley River and St. Anthony are of glacial origin. East of Summerside the evidences of glaciation are not as clear-cut, and, in general, "travelled boulders" are rare, except along the beaches. With the removal of the Pleistocene ice the land evidently rose, as is indicated by the presence of the raised beaches.

Mr. Milligan makes an interesting commentary on our so-called French dykes. These dykes are low banks, two to four feet high, bordering the tidal rivers, and closely resemble dykes built to protect the land lying behind them, which is frequently below the level of the river at high tide. They have been credited to the industry of the early French settlers. "A little calculation," says the writer, "would show that the few settlers must have been busy men, indeed, if they constructed all the dykes attributed to them. A more prosaic explanation is that they were constructed by the expansion of ice grounded on the river bank and pushing up dirt and rocks from the river bottom."

Of more practical concern is the geologist's indorsation of a fact which our agricultural experts have been warning against for years. This is soil erosion, about which Mr. Milligan has this to say:

"The removal of the soil can result only in the more rapid running off of water, and the transportation of larger and larger fragments of material from the land to the streams. In the extreme case, the point is finally reached where even the trees cannot maintain themselves. While the writer certainly does not wish to be held an alarmist and to infer that this ultimate end is in sight for the Province, he does wish to point out that this is no mere academic problem and has already, apparently, forced the abandonment of many farms, or has been a seriously contributing factor in their abandonment. Aside from the question of loss of land there is also the still more immediate problem of cost of production. It is fully realized that the farmers are, perhaps justifiably, suspicious of advice tendered by an 'engineer', who knows little or nothing about farming. Nevertheless it was impossible to avoid speculation, as one worked over the whole Province, as to just how much of the chemical fertilizer spread so lavishly over the land, at such cost in cash, each spring found its way into the streams and the sea by autumn."

The report contains detailed descriptions of deposits of gravel, silica sands, clay, peat and limestone, and has even a passing reference to gold, which has "long been reported to occur in the vicinity of Cape Wolfe" but in uneconomic proportions.

EDITORIAL NOTES

Five more days till Easter.

* * *

Canada's new air service to Jamaica, the Bahamas and Florida should be good for both prestige and trade. Canadian products are more likely to find a ready market when our cities are hours away instead of weeks.

* * *

It is a pity that an American senator should have made the Irish question an issue in American dealings with Britain. It is easy to imagine his indignation if Britain had suggested how his own country should run its affairs.

* * *

It is hard to begrudge Israel the large consignment of surplus American potatoes reportedly purchased in the United States, presumably at one cent per hundred pounds. On the other hand it is also hard to see being glutted another market for Island spuds.

* * *

The commanding officer of the recently grounded U. S. battleship Missouri demonstrated the principles of command in refusing to seek refuge behind possible mistakes by his juniors. His position was that, as captain, he was responsible for the efficiency of those under him.

* * *

The new set-up of the Senate and Judiciary suggested by Senator Robertson indicates that Senators and judges will be compulsorily retired at seventy-five. Does that mean the Senators will be retired on full indemnity and the judges on full salary? As to the former, it is exceptionally rare that they are called to the Senate before seventy; and as to the latter, between sixty and seventy is the average of the appointees.

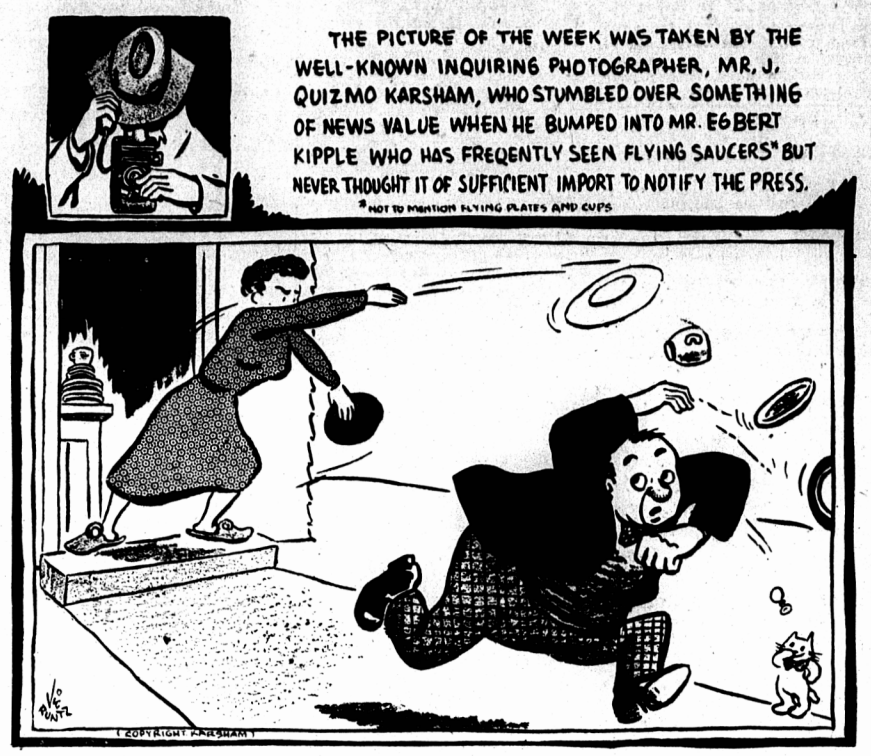
* * *

The new Federal Building appears as far away as ever. Out of a total of approximately 20 claims for compensation, only six so far have been settled. The other fourteen are holding out against the offer made by the Government. If their cases go to the Exchequer Court, which does not meet here till June, that means reconstruction work will not begin till probably July or August, depending when decision of the Court is given.

* * *

Richard Cobden, British statesman and apostle of Free Trade, died this date 1865. He started business as a cotton printer in Manchester in 1830. After travelling in the U. S. and in the East was elected M. P. for Stockport, and engaged in the anti-Corn Law agitation, being given credit by Peel as the man to whom the repeal of the Corn Laws was due. He next gave himself up to the cause of international peace; and later, in 1860, arranged the famous commercial treaty between Britain and France which inaugurated a period of reciprocity between the two countries. He was the "father of the Manchester School of Politicians" who advocated the claims and needs of the cities and industries for cheap labour irrespective of the needs of the country and farmers. Free trade would have been all right "if the other fellow reciprocated," but when barriers were erected against British production both the cities and the country suffered; ultimately necessitating the Government subsidizing farmers and conscripting labour!

Flying Saucers



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.

A DOMINION OBLIGATION

Sir, — Referring to the recent press reports of the possibility of the Canadian National Railways taking over the Ferry Service operating between Wood Islands and Caribou, also the proposal that the Canadian National Railway be given the right to operate bus and truck service throughout the Province, I would like to submit for the consideration of the citizens of this Province a question, to my mind, of very great importance, and which does not appear to have been referred to in press dispatches of recent negotiations, but from the past experience of this Province, would require most careful handling. .

When Prince Edward Island entered the Confederation Union, the agreement as regards transportation and other services, was made with Canada and not with the Canadian National Railways. There is no provision for Canada to delegate authority to another party in this respect. The Canadian National Railways own and operate transport services in Canada and the United States, and is therefore an international institution. The inter-Colonial Railway and the Prince Edward Island Railway were important factors in the Confederation agreement. They were part of the Canadian Government Railways and came under the original national structure of the constitution, with special rates and services, until absorbed by the Canadian National Railways in 1912. At that time freights rates were increased ninety-two per cent in the Maritimes, whilst in the rest of Canada the increase was only fifty-five per cent.

The terms of Confederation received no consideration by the Canadian National Railways according to evidence submitted by Railway officials before the Duncan Commission, and industry in the Maritimes suffered terrifically. For that reason the Duncan Commission brought in their recommendation of a twenty per cent reduction in freight rates as an endeavour to overcome this burden and injustice. The Duncan Commission also recommended that the car-ferry accounting be taken out of the Railway accounts and be a charge against the Consolidated Revenue of Canada. This was pretty good evidence that the operations, as carried on by the Canadian National Railways, were working to the prejudice of Prince Edward Island.

It is well known that when the Canadian National Railways had a monopoly of ferry service, the charges for truck traffic were prohibitive, and it was not until a private ferry operating at Wood Islands competed with a much lower rate, did the Canadian National Railways reduce its charges, for truck transport. While trucks were moving the products of the farm and factory on the mainland, before the war, at one-third the Railway rate, our producers could not take advantage of this and were compelled to ship by rail and pay the full rate and as a result lost much inter-provincial trade. As the representative of the Government of Canada, the Railway Company would naturally be expected to promote trade rather than retard it.

The car-ferry service between Borden and Tormentine is a part of the Confederation pact. The service was to be provided and maintained at the expense of the Canadian Government. As already stated the Canadian Government apparently have no authority to delegate the management of the ferry, except with the consent of the province of Prince Edward Island, and with the assurance that the "sub-contractor" would honor the terms of the Confederation agreement to the satisfaction of the Province. Therefore, I contend that to negotiate an agreement with the Canadian National Railways as regards transportation services would be establishing a precedent that might work much to the disadvantage of our Province in the future.

Any dealings of this kind should be solely between the Canadian Government and Prince Edward Island, with a definite understanding, in black and white, that any arrangements entered into will be lived up to one-hundred per cent to the satisfaction of this Province.

I am, Sir, etc.

J. O. HYNDMAN

Charlottetown,
April 1, 1950.

VETERANS' ALLOWANCES

Sir,—In your issue of March 30th there appeared a letter by Mr. T. J. Kickham, M.P., re pensions and allowances to veterans and their failure to obtain financial benefits provided for under generous Federal acts, because of unsympathetic officials.

Mr. Kickham is deserving of much commendation for his frank and straightforward comment on this deplorable situation, which has been common knowledge for over thirty years, but which very few have had the courage to bring to public attention through the press.

However, it is regrettable that he considered the Minister and Government should be absolved from responsibility for this situation by these remarks: "At this stage, I would not place the blame on the shoulders of the Minister of Veterans Affairs, nor on the Government, but I would place the blame on/ the officers administering the Acts."

Now Sir, I maintain that the Minister and Government are responsible because the administering officers are subservient to the Minister who is familiar with ths situation, yet has allowed it to continue. Therefore he and the Government must shoulder the blame.

Furthermore, I never could understand why Parliament and veterans' organizations have allowed such an undemocratic arrangement for administration to continue so long. The administrators are for all intents and purposes "absolute", by that I mean that from their decision there is no appeal except to them, and it would only be natural for them to hesitate to revise their previous decision when requested to consider subsequent appeals.

Why not an arrangement similar to the Law Courts? In other words, if the first tribunal did not render a satisfactory finding, then have another tribunal to which the veteran could appeal.

Certainly there would be no assurance of justice if each Law Court were absolute. Likewise, there will continue to be no assurance of justice for veterans in the matter of pensions and allowances unless, or until there is an appeal tribunal established, and I believe the demand for same should come from veterans' organizations. If it does, I am convinced, they will receive the support of many others like me.

I am, Sir, etc.,

NON-VETERAN.

MORE RELIGION

In the 1931 census, 21,071 Canadians said they had no religion but in 1941 this number had dropped to 19,126.

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(And P. E. I.)

WARREN FARM

Legislative Assembly, May 5, 1854:

"Mr. Mooney read in his place a petition of Daniel Kehoe, of York River, setting forth claims to the ownership of the Fort on Warren Farm, and praying justice to be awarded to him in the premises.

"And a motion being made, that the said petition be received and read, the motion was negatived—the remedy being elsewhere."

The Poet's Corner

ON BALLARD DOWN

I walked alone on Ballard Down
Above the purple-tinted sea;
The splendour of Life's mystery
Lay on my being like a crown,
And God, the Father, spoke to me
On Ballard Down.

All who around my life had cast
Invisible strands of power, all things
That in me their imaginings
Had folded, came; the happy past
Streamed through the keen wind's buffetings
On Ballard Down.

Here, there I rose; here, there I fell:
I heard God say, "I gave to thee
Great gifts, great gladness; now thou art free
Of Love, My best gift—use it well."
This is the word that came to me
On Ballard Down.

—Lord Gorrell.

The Age-Old Story

If thou were pure and upright, surely now He would awake for thee and make the habitation of thy righteousness prosperous.

For EASTER

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Harry A. MacDougall
"Better Men's Wear"

Notes By The Way —

Aircraft jet engine principles are being applied to railway travel in Britain. British railways expect to be running gas turbine locomotives toward the end of this year. Construction of this new-type engine is about to begin at Manchester. It will generate some 2,500 horse power and be capable of pulling a train weighing 650 tons at more than 80 mph.—UK Information Office.

No one will claim that to be a good artist a man must also be a scientist, or even be well educated. There are too many examples of uneducatd men who became fine artists by virture of their profound human insight and prodigious skill. Nor will it be argued that a scientist must perforce be educated in the humanities. But it cannot be denied that an artist reflects in his art the breadth of his vision, and that he will be a better artist speaking a richer tongue if he draws on the great reservoir of human knowledge for his philosophical orientation and his specific material.—New York Herald Tribune.

Shakespeare tragedies are now to be offered to the comic book public. First appearing this week will be unexpurgated and unsimplified selections from Julius Caesar — 320 brightly colored action drawings, with the players' lines emerging from them in the familiar balloons. There will be editions in English, French, Spanish, Portuguese, Italian, Chinese, Afrikaans, Hebrew, Hindustani and Tagalog. The publisher says that so many orders for Julius Caesar had already been received from schools and educational groups that as many as 30 reprints of the first edition might be necessary. Julius Caesar is to be followed by Homer's Odyssey next autumn and next year there will be Richard III, Hamlet and several other Shakespearian tragedies.—Vancouver News Herald.

The people who do things in this world are sitters. Parliament sits. Judges sit. Committees sit. Sittings are held on labor disputes. It is a chair-man, not a standman who runs (no, that word runs is a bit off colour—who presides over) meetings. Even editors and kings sit. It is when the court rises, Parliament rises and justice and scientists and philosophers and students and tyrists and bar-flies and writers get off their elbows, that the constructive, beneficial results are ended and their world's work is suspended. Activity gets one nowhere. Consider this earth of ours which has been whizzing around on its axis through 7,000 miles every 24 hours for God knows how long, and has been running around the sun every year for the same length of time. And where has that got it? Why, until only recently, in fact until Galileo, everybody gave the sun, not the earth, the credit for all the movement.—Peterborough Examiner.

If, as the news item suggested, young boys were responsible for stealing several crates of eggs from the trucks of a local concern and smashing them against a wall in a parking lot, the only suitable punishment, if police trace down the culprits, is a good spanking in public. This type of behaviour is beyond the bounds of mischief. It demands stern action—and if and when these young hoodlums are apprehended, it is to be hoped they will be dealt with accordingly. These flagrant acts of wanton destruction are increasing to such an extent as to cause the average citizen to lose patience with any attempt to "coddle" the culprits.—Victoria Times.

"Read the great books of the English language in your leisure time. Particularly to the young. I say, do not begin to read the great books of the language too soon. It is a great pity to read works of great practical value hurriedly or at an immature period in your development. The English language is a glorious inheritance which is open to all, free to all; no barriers obstruct it, no coupons are needed, no restrictions are imposed. We must preserve our language and see it is not unduly damaged by modern slang and adoption. I was shocked the other day to hear the Chancellor of the Exchequer use the word 'quantify': let us be careful about that. Another expression that is very common is 'in short supply'. Why can't you say 'scarce'? Another objectionable expression is 'broken down'. All this means is 'sifting' or, if you wish to be more erudite, you may say 'analyze.' It is by being lovers of the English language in all its strength and purity that we shall not only improve and preserve our literature but make ourselves more effective members of that great English-speaking world, on whom, if it is wisely governed, the future of mankind will largely rest. It will be from the English-speaking world that the truest message will be conveyed to the rest of mankind."—From a speech by Winston Churchill.

PEACE ON LAKES

An 1817 agreement between Canada and the United States limited war vessels on the Great Lakes to four--none to exceed 100 tons.

For almost a century after Britain first claimed the Bahamas she was unable to occupy the islands because they were held by pirates.

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