

THE GUARDIAN

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

CHARLOTTETOWN, TUESDAY, AUGUST 29, 1950

"Parliament Will Decide"

The late Prime Minister W. L. Mackenzie King, when pressed for a statement of Canada's position in respect of participation in World War II, invariably answered "Parliament will decide!" On September 10, 1939, Parliament did decide, and Canadian forces once again began the weary, bloody trek that led to the battlefields of France.

The principle that Parliament will decide is about to be put to the test once again. The special session that opens in Ottawa today will be asked, first and foremost, to decide what to do about the rail strike. The fact that the Government has definite views about what should be done to end the state of anarchy that has already existed for days on the economic front, does not mean, as many people mistakenly imagine, that the Government would have done anything about the strike without the approval of Parliament, given in advance.

Parliament will also decide a number of other matters, not least of which will be the character and extent of Canadian participation in the 'pilot' war in Korea. Sending Canadian troops to fight abroad is something which the government of Mr. St. Laurent, like the government of the late W. L. Mackenzie King, is singularly reluctant to undertake on its own initiative.

In fact, Parliament will have so many important things to decide that thoughtful Canadians are beginning to wonder whether honorable members should not be in session all the time. If that is the only way that the day-by-day business of the country can be dealt with, if the Government continues to be as paralysed as the nation's railways, then the sooner the ordinary rank-and-file M. P.s take over the better.

Warm Waters

It must have come as a surprise to most people reading of the loss of the new American hospital ship Benevolence to learn of the coldness of the water off the California coast. To a man, according to reports, they talked of the bitter cold—with their teeth chattering so that they could hardly talk.

The North Atlantic is at least as cold as the Pacific and, indeed, a man overboard off these shores in the early spring stands a good chance of death from shock if he is in the icy water more than a few minutes. The shallow expanse of the Gulf of St. Lawrence, however, makes the story quite different around the shores of this Island. It is as if nature had supplied warming pans to provide almost a hot bath for this fortunate land. Tourists are astonished to find salt water so warm as it usually is here.

We can be sure that if California had been blessed with such an asset the whole world would be made aware of it by every means at the disposal of publicity men and every kind of booster for that State. There is excellent publicity work being done for this Province, but in a matter like this we would be completely in the shade—that is if California had been bathed in warm waters.

The Paradox of Profits

Despite the fact that no new taxes are likely to be imposed when Parliament assembles in special session today, the handful of economists who thrive on the notion that everybody's business but their own should be controlled are already clamoring that profits should be taxed to the point of extinction.

The Korean affair provides a convenient excuse for reviving the mischievous notion that profits perform no social function. Recent international developments provide those of socialist views with the opportunity to assert, quite erroneously, that profits are a by-product of war. Abolish profits, say these leftists, and the causes of war will disappear.

The truth is, of course, that in the realm of economics, the profit motive, standing alone, is all that separates us from the ideology of communism. Abolish profits, and you substitute a state-controlled economy for the free market. The commodities people may buy and the price at which those commodities may be sold will no longer be determined by the enlightened self-interest of producer and consumer alike. Rather, the government will decide such

matters. The government, as the manufacturer, will then truly be king.

Trouble is that socialist propaganda tends to convey the impression that in the modern enterprise economy the manufacturer is king. Nothing could be farther from the truth, as Henry Ford found out to his sorrow when he decided the consumer could have any color car as long as it was a model T and black. The public taught him differently.

People who are perplexed about profits should ask themselves what the present state of Canadian preparedness would be, had industrial as well as military matters been left entirely in government hands.

EDITORIAL NOTES

Tomorrow will be a big day for athletes in Summerside, between the swimming meet and Air Force games.

The Lucy Maud Montgomery memorial service Sunday had perfect weather, fine speakers and a surprisingly good attendance of Green Gables fans.

The United States Congressional Commission visited Charlottetown this date 1868—a year after P.E.I. refused to enter Confederation.

Today Parliament meets to be duly constituted. Tomorrow we may learn something of the proposed legislation dealing with the holding up of public life and business throughout the nation.

There is an exception to every rule and right now the transportation crisis knocks into a cocked hat all the arguments against offering a lift to hitch-hikers, particularly in the case of servicemen on leave.

Mr. Churchill rightly objects to the British-Russian Trade Agreement of 1948 which permits the Soviet Union to get British electrical equipment, generators, diesels, etc., in return for grain, etc., at the expense of Canada, Australia, etc.

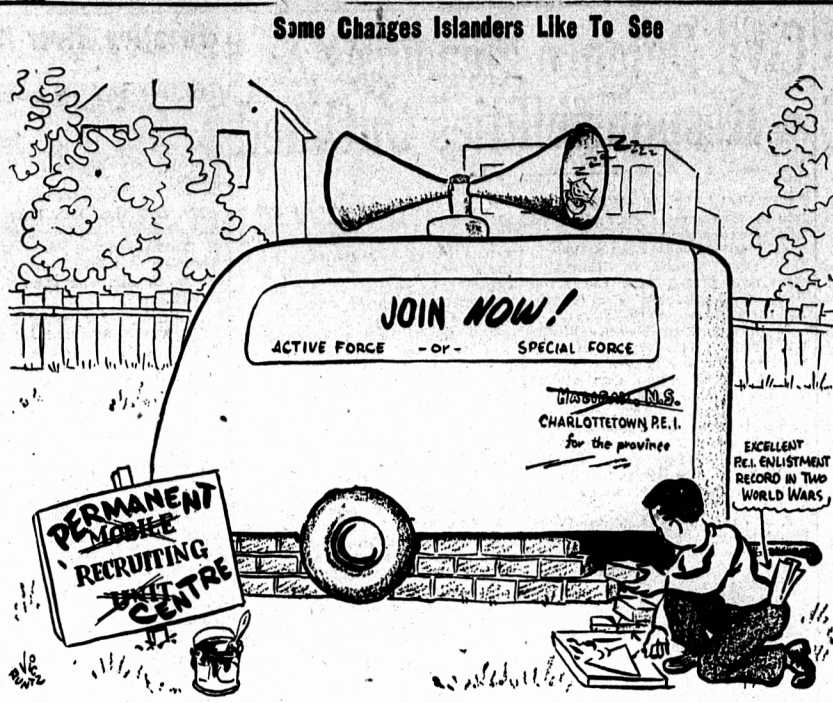
The Lieutenant Governor-to-be, the Hon. T. W. L. Prowse is the happy recipient of hundreds of congratulations from all sorts and conditions of men and women on his elevation to the highest position in the gift of the Crown. His Honour and Mrs. Prowse will make ideal host and hostess at Government House.

Sir Frank Newson-Smith, Bt., and Sir Peirson Frank, two members of the executive committee of the British Automobile Association, accompanied by Mr. W. V. Gibson, the Automobile Association's secretary, are making a goodwill tour of Canada. They plan a study of road construction and maintenance and parking methods here, and, in particular, to encourage Canadians to visit Britain's beauty spots.

Oliver Wendell Holmes, American author and physician, born this date 1809. He was educated at Harvard and practised medicine in Boston; later appointed professor of anatomy at Harvard where he remained for 35 years. He made his mark as a writer by "The Autocrat of the Breakfast Table", which was followed by the equally successful "Professor", and "Poet". His poetry is graceful and ingenious; as a prose writer he ranks high.

Human nature is incalculable except that everywhere it follows the precept of "safety first". An immediate rush by autos, trucks, etc., was made for Wood Islands by tourists and others the moment there was the prospect of an indefinite tie-up. No sooner were clarifying regulations introduced than some of the autoists failed to take advantage of their bookings, leaving the Northumberland Ferries to depart with incompletely loadings.

Military program of Canada will have to be revised. In view of the plans of U.S., Britain and other allied nations, it must be fairly evident that this country must foresee the provision and maintenance under arms for an indefinite period of an army of something between 100,000 and 200,000 men, not to mention the navy and air force. This army should be simply an army; a regular army; an army of soldiers available for such fighting as the Government may decide is necessary, wherever and of whatever type that fighting may be. This army should be available for service anywhere, at any time. It should be an army organized so that it will include the largest possible component of actual fighting troops; the minimum of what U.S. commentators call "housekeeping" soldiers. Plans and machinery for expanding this army in event of the necessity, of national mobilization should be organized, but on a strictly reserve basis. This country cannot possibly maintain the whole machinery of national mobilization in complete working order for an indefinite period in time of peace.



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 CAR FERRY SITUATION

Sir.—The progress of the negotiations for the release of the car ferries from control of the Canadian National Railway has been followed with intense interest, by the people of Prince Edward Island. Consequently the published reports of the clear presentation of our Provincial rights by the Boards of Trade have been discussed with approval, and the evasive and "unrealistic" replies of the Minister of Transport have been received with surprise and indignation. I have no doubt that the Provincial Government has been making equally strong representations to the Minister and to the Dominion Cabinet, by letter, telephone and directly through our Attorney General, who happened to be in Ottawa on other affairs.

Whatever the efforts made, the Premier's hopes and all our hopes have been blasted by the last statement of the Minister of Transport, who will not comply with our request because (as he is reported to have said) the "unions' permission must be obtained."

I do not believe that the Premier will ask such a favour of the unions; nor should he. The responsibility rests squarely on the Dominion Government, and I am confident every reasonable person who is familiar with our history and our problems of transportation has let us down badly, union permission or no.

Our right to continuous communication with the mainland has been stated and re-stated, but it merits repetition, it was one of the "conditions" of our terms of union in 1873, and it was specifically stated to be a "condition". Under the Canadian National Railways Act of 1920 the Government was authorized to pass Orders in Council to entrust to the Railway the management and operation of any public property or works, "such management and operation to be exercised during the pleasure of the Governor in Council and to be subject to termination or variation from time to time in whole or in part by the Governor in Council". Pursuant to this authority an Order in Council of January 20th, 1925 entrusted the C.N.R. with the management and operation of the ferry service and specifically repeated the above quoted conditions.

It seems highly probable that the right to continue the railway's control was deliberately reserved in order to protect Provincial rights, guaranteed under Confederation, from any infringement during industrial disputes. As recently pointed out in an editorial in The Guardian, all that was needed was a stroke of the pen to terminate the present system of operation and restore control. No vote of Parliament was required.

No suggestion of interference in the dispute between the Company and its employees would then be justified. This is a matter of Dominion-Provincial rights under Confederation. It was well said by the Charlottetown Board of Trade in its recent letter to the Prime Minister: "The Board wishes to make clear that we are not attempting at this time to secure continuance of rail service or in any way interfere with the railway strike. We are concerned only at this time with continuation of the highway service provided on the ferries and recognized under the Trans-Canada Highway agreement as part of such highway."

This being the situation and the Dominion Government having shirked its duty and attempted to shift its constitutional responsibility to the Unions, what should the Provincial Government have done during the past two weeks, and what should it do now? I submit that they have fumbled a golden opportunity to straighten out our transportation problem once and for all.

The efforts of our Provincial Government have not been good enough. Often in the past we have sent strong delegations to Ottawa on matters not nearly so urgent nor so vital. This was a time when the Premier should have gone to the Prime Minister, taking with him the leading members of his Government. He should have asked for and would promptly have

Some Changes Islanders Like To See



gained representation from the Opposition as well as our producers' Federations and Boards of Trade.

Every day counts; every day our people are losing many thousands of dollars. If there is any possibility of a lengthy debate in Parliament before the end of the strike it should still be done.

I think such a delegation would be effective; I think it would have the support of railwaymen when they realize we are not interfering with their position in the slightest degree.

There is certainly no interference with vehicle traffic over combined railway and highway bridges between Quebec and Ontario for instance. So much the more reason therefore that our inter-Provincial highway should not be obstructed.

If the people wish their rights maintained it is the duty of their representatives to make a proper effort to enforce those rights.

I am, Sir, etc., D. L. MATHIESON Charlottetown.

WHITHER CANADA?

Sir.—The world is divided into two armed camps. Europe is two-thirds under the domination of the Soviet Union. The remaining third has but fragmentary strength left after the exhausting struggles with Hitler's Germany. At least two of the major countries in free Europe are so split asunder by inter-ecne differences that they cannot easily be relied on as strong partners in a Western Alliance. These two countries are France and Italy.

Great Britain alone in Europe has any degree of unity and strength left with which to make any stand against possible extension of the "hot war" in the Far East. Turkey and Spain are strategically placed but many unknowns are involved. It is possible that both of these countries could make a useful contribution to the West in the event of aggression directed towards their respective territories.

In visualizing the serious world situation it therefore behooves us to look well at the situation, for it would appear to not a few discerning minds that this probable third world war will involve the English-speaking world particularly. Indeed it is more than possible that the British Commonwealth and the U.S.A. with the help of a very few and not too powerful or dependable allies will take up the cudgels for the free world, and will fight for their very lives almost alone. It is therefore a depressing prospect.

Paradoxically it was the old British maxim of trying to maintain the balance of power in Europe which has boomeranged in Great Britain's teeth. When Czechoslovakia was sold as the price to appease Hitler, that country and much of Europe was literally pushed into the Soviet camp, and this 'unholy' alliance of the cultured peoples of mid-Europe with the Communist powers was made all the more certain by the fact that the advancing Soviet armies were 'allowed' to liberate Prague and mid-Europe. The peace was destroyed in fact before it was in being, for by selling the eastern two-thirds of Europe to the Soviet Union as a means of avoiding a third world war, the West made certain that a price in untold blood would be paid a third time. Those peoples in trans-Atlantic countries who sneer and point the finger to Munich in 1938 may well consider the worse 'Munich' the Western Allies made of Yalta and Potsdam. The result of this terrible debacle is a complete disbalance of power not only in Europe but in the world.

The only hope for the Western Allies, lies, as is well recognized now, but perhaps rather late (when it is remembered Churchill's warnings given at Fulton in 1946), in rapid agreement to rearm to the utmost. It is to the Americas that the free and brave peoples of the world look for deliverance and their hopes are not placed high. Indeed a frightened world awaits the portents which may signify what is to be.

It is with clear heads and searching eyes that Canadians everywhere should look at affairs right here in Canada, for the thirteen cunning and cruel men in the Kremlin must smile broadly with glee when they read the news from Canada and the States. They know then their well laid plots do not go amiss. Their plan of conquest is unshakable, that is, if we Canadians and our friends in the U.S.A. do not make up our minds to put all selfishness aside and work in unity and with steadfast purpose

to make doubly certain that neither in thought, word, or deed we help to further the Soviet's final project, the conquest of all men everywhere. Unionism has served its purpose. It was conceived by fine public-spirited men. It had virtues and secured for the worker fair-play. But today Unionism is becoming as dangerous a menace within a country as the Soviet menace is to the world, for today their methods and their guiding motive and their method of control of members is built on FEAR. In its present practices Unionism has become as 'totalitarian' as the Hitler regime. Fear used as a weapon by scheming and ruthless men destroys all good. The issues are therefore clear, and every Canadian and American should weigh it well in the balance, which is better? To put the best interest of their country before their private interests, or not? It is as simple as that. Yes! Even the freedom to strike, THERE ARE NO STRIKES UNDER SOVIET RULE.

Notes By The Way

Sir.—Here's one for the book. I recently visited a local movie theatre to see a Bob Hope picture. It was really funny, and I was enjoying it immensely and having a few real laughs, when from out of the gloom, an usher approached me and politely asked me not to laugh so loud. No wonder it is said that people come to Victoria to die.—M. W. Mann, Victoria, B. C. — Letter in Victoria Colonist.

How long Canadians will have to wait for television is still anyone's guess. How many Canadians would bother to look at it is also problematical. If or when a tele-casting station is built in the Vancouver area, CBC is likely to be the proprietor. And if the CBC decides to allow a private commercial station to be constructed, the operators have been warned that CBC will regulate the programs. So, with or without competition, our television fare is apt to be strictly CBC's type of material. It will be the sort which the CBC considers to be in the recent words of one of its regional directors, "good television for Canadians". — Vancouver Sun.

None other than a lion was a passenger on a TCA aircraft which landed at Fort William this week. He was travelling to Vancouver in the cargo hold, and while here he was taken out for exercise. Of course he was just a young lion weighing about 30 pounds. And as such he was quite playful. On seeing the crew pet him, Fort William men joined the fun and fondled the animal as they would a dog. Take-off time drew near and the cub trundled off towards the plane and the cargo hold. On the way, the lion came to a stout wire stretched around on pegs to keep people off the grass. The jungle baby snapped playfully at the wire—and cut it as cleanly as would a strong pair

of hotshot pilots. Observing this, the two Fort William men developed a thoughtful look. One of them raised his hand and inspected it still wearing that thoughtful look. —Fort William Times-Journal.

In New York City, which is many a visitor looks at first glance like a human squirrel cage, a real squirrel decided to see how the human half lives. He invaded — if the word is not too mild — a fashionable hotel. There he showed his adaptability to human environment by: 1. Wandering down a corridor toward a night club, but thinking better of the impulse, returning to the main lobby. 2. Attempting to board an elevator operated by a pretty girl. 3. Perching atop the cash register, and refusing to budge. Later, stalked at every turn by the hotel staff and feeling as frustrated as a room seeker without a reservation, the squirrel did what many a merely human visitor in a similar situation has been prompted to do. He jumped on the head of a man who had kicked his spectacles off. A little later the furred boulevardier was safe in protective custody.—Christian Science Monitor.

Some day the bulk purchasing of the (British) Socialist system may give way to good old-fashioned competition. That day will be welcomed in Canada. The base metal industry in this country thrived on competition before, and is confident it can do so again. It is prepared to inconvenience itself to meet spasmodic needs. But it would be pleasanter if it were realized, overseas, that ideal trade has two-way consideration. The situation also illustrates that it will be a good day for us all when Britain stops managing the currency, and makes the pound free and convertible. —Northern Miner.

Shoe manufacturers are reportedly considering raising the price of shoes, which interests us less than the fact that the shoemakers seem more concerned about providing chiropodists with patients. Men were never intended to walk in the unnatural positions forced upon them by flat heels—or women on stilts. Scientists recently went into a huddle in South Africa, and emerged with the statement that shoe manufacturers keep people from walking naturally. They said, for instance, that the natural way for a man to walk is to rock a bit on the heel and sole of his foot. A man's heel is shaped for that purpose, but nature is thwarted by the manufacturers who insist on building a flat heel on a shoe of boot. Medical authorities tell us that corns and bunions are caused by high heels and ill-fitting footwear. Beauty queens may have nice limbs and good looks, but do the judges look at the contestant's feet? They do not. It is doubtful that one pair of flawless feet can be found in 1,000,000 adults. That seems like a high percentage, but considering the fact that the unshod people of countries in Asia and the Orient have turned to boots and shoes, it is unlikely that the guess is far from wrong. The most beautiful feet are still to be found on small babies, but it is a treasure they possess for only a few years of their lives. —Sudbury Daily Star.

The Right Rev. Lord John Inglis, Bishop of Nova Scotia, arrived here in H. M. Ship 'Hyacinth' on Monday, the 28th, ultimo, accompanied by the Rev. Mr. Elliot, of Pictou. His Lordship proceeded the next day to Georgetown, where he held a confirmation, and on the 31st, returned to Charlottetown on the 31st, accompanied by a Chery Valley and confirmed 22 persons on Sunday, the 2nd August, the Rev. Messrs. Lalley and Cooper were admitted into the holy order of priesthood, after which the sacrament of the Lord's Supper was administered by the Bishop, with the assistance of the clergy present.

On Monday his Lordship held his first visitation of the clergy in this Island and delivered a long and animated charge. On the same day his Lordship performed similar duties at Port Hill, and reached Westmorland Harbour the same evening. On the following day he preached and confirmed several candidates, and proceeded for town, by Cra-paud, and slept at the seat of Capt. Cumberland, whence he returned to town on Saturday morning. On Sunday, the 8th, his Lordship confirmed upwards of seventy during the morning service, and preached an impressive sermon in the afternoon. On the following day he sailed for Nova Scotia, on his return, in the 'Hyacinth'.

"We were happy to witness that his Lordship, notwithstanding his advanced age, went through his active duties without apparent fatigue. He could not refrain from viewing with an eye of satisfaction the improved state of church accommodation, not only in Charlottetown but throughout the Island generally. When he first arrived at the shores of this Island—now 20 years ago—there was but one building, and that in Charlottetown, which claimed the name of a church; but at the present time there were ten churches, six of which were supplied with clergymen, and he could not but think that the churchmen in this colony should view things, not merely as sources of comfort, congratulation and encouragement, but as urging an abundant harvest for the church, in years to come." —The Islander, August 21, 1846.

Old Charlottetown (And P. E. I.) BISHOP INGLIS' VISIT The Right Rev. Lord John Inglis, Bishop of Nova Scotia, arrived here in H. M. Ship 'Hyacinth' on Monday, the 28th, ultimo, accompanied by the Rev. Mr. Elliot, of Pictou. His Lordship proceeded the next day to Georgetown, where he held a confirmation, and on the 31st, returned to Charlottetown on the 31st, accompanied by a Chery Valley and confirmed 22 persons on Sunday, the 2nd August, the Rev. Messrs. Lalley and Cooper were admitted into the holy order of priesthood, after which the sacrament of the Lord's Supper was administered by the Bishop, with the assistance of the clergy present. On Monday his Lordship held his first visitation of the clergy in this Island and delivered a long and animated charge. On the same day his Lordship performed similar duties at Port Hill, and reached Westmorland Harbour the same evening. On the following day he preached and confirmed several candidates, and proceeded for town, by Cra-paud, and slept at the seat of Capt. Cumberland, whence he returned to town on Saturday morning. On Sunday, the 8th, his Lordship confirmed upwards of seventy during the morning service, and preached an impressive sermon in the afternoon. On the following day he sailed for Nova Scotia, on his return, in the 'Hyacinth'. "We were happy to witness that his Lordship, notwithstanding his advanced age, went through his active duties without apparent fatigue. He could not refrain from viewing with an eye of satisfaction the improved state of church accommodation, not only in Charlottetown but throughout the Island generally. When he first arrived at the shores of this Island—now 20 years ago—there was but one building, and that in Charlottetown, which claimed the name of a church; but at the present time there were ten churches, six of which were supplied with clergymen, and he could not but think that the churchmen in this colony should view things, not merely as sources of comfort, congratulation and encouragement, but as urging an abundant harvest for the church, in years to come." —The Islander, August 21, 1846.

A Battle Hymn of the Nations

The Right to defend, On each, all depend, Ye Nations to arms, Let the Christ die again; Make haste, for 'tis late, 'Tis foe's at the gate, His cannon and mortar, Are snarling with hate.

The bugles ring out, The torch is aflame, The sword is unsheath'd That Christ be not slain; For hark all Ye Nations, The moment is nigh, The sword, Ye must carry, That Christ may not die.

The Right to defend, On you, all depend, Free peoples to arms, That the Christ rise again; For Christ and the Cross, To the death, we must fight, For Christ and the Cross, To arms, all to arms.

I am, Sir, etc., KENNETH I. E. MACLEOD Charlottetown.

The Age-Old Story

The hope of the righteous shall be gladness, WHAT A WAR! VANCOUVER—(CP)—American troops passing through here on their way to Korea never had it so good. They arrived on a luxurious passenger train and were sped on their way via an equally luxurious Canadian Pacific Airlines plane. "Say, are those stew-ardesses really coming with us?" asked one G.I. "Boy, what a war"

Consult

H. J. A. BROWN D. P. Orthopedic Chiropodist (48 Great George Street CHARLOTTETOWN, P.E.I.) For Foot Ailment

NATURE KNOWS NO FAVORITES!

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