THE GUARDIAN

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CIRCULATION
"Covers Prince Edward Island like the dew"

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

CHARLOTTETOWN, WEDNESDAY, JULY 2, 1952

Marketing Legislation

The decision of the Supreme Court of Canada on the Potato Marketing Reference is not a clear-cut ruling one way or another on the validity of the scheme as worked out by supposedly dove-tailing legislation by the Federal Parliament and the Legislatures of the participating Provinces. The final court unanimously upheld the authority of the Canadian Parliament to delegate powers over inter-Provincial trade to a Provincially appointed Board but ruled against the power of the Provinces to set up a Board which has the right in conjunction with the Boards of New Brunswick and Nova Scotia to "regulate and coordinate" the marketing of potatoes produced in the Provinces concerned.

It would almost seem that the Court is upholding the right of the Dominion to delegate the necessary powers while at the same time declaring that the Provinces are not capable of creating Boards with capacity to exercise the powers delegated.

Much more definite is the ruling in the matter of the levy of one cent per hundred pounds. The Court ruled that both the original levy on potatoes shipped or exported and the later one on potatoes produced or marketed are in the nature of indirect taxation and cannot be supported. This has been the contention of the shippers all along. They have even feared, with or without reason, that the fund would be used for the purpose of providing competition against the very ones who contributed to it.

The decision is much less far-reaching than that of the lower court and leaves open the possibility of joint regulation of marketing within and outside the Province, but like earlier rulings it would appear to have knocked the props from under the particular scheme which was under consideration.

Festive Week Enjoyed

The Festive Week programme has been enjoyed by all our citizens, none more so than by the children for whom many special features were arranged. Though curtailed somewhat as compared with last year's initial Festive Week, the success of the programme has justified its continuance and it is to be hoped it will be retained as an annual feature, ushering in the tourist season.

Rarely have we been visited by so many fine bands at one time, and these, combined with our local bands and military units, played a major role in the parades and festivities. It would cost thousands of dollars to bring these units here as private organizations, and the co-operation of the Defense Department in obtaining their services is greatly appreciated by all our citizens. So too is the part played by Brigadier Reid, both in this connection and in so capably organizing and directing the whole festivities programme.

A Tale Of Two Cities

Once the proud capital of Hitler's Reich, Berlin today is two cities, one slave and one free. Politically, economically, socially, the life that is lived by the 2,100,000 people who dwell in the British, U. S. and French zones differs from the drab, fear-ridden existence of the 1,200,000 who live in the Soviet zone as day does from night. Among the few things they have in common is a single subway and surface transport system, the same telephone network and the same sewerage.

One reason that Berlin is so often the first victim of Soviet squeeze-play is the striking contrast of conditions in the city's two zones, as pointed out by reliable eye-witnesses. A stroll down the Kurfurstendamm in the Allied zone reveals an array of theatres, good restaurants and shops rivalling in elegance and the variety of goods offered, even Paris and New York. Opinions are freely expressed, foreign periodicals are displayed on the newsstands, and the devastation and rubble of war has virtually disappeared.

The Potsdamer Platz, a few blocks away, marks the place where the free world ends. A group of surly and grim-faced Vopos, as the East Germans' People's Police are known, stand guard before a dreary expanse of rubble and devastation, thinly cloaked behind huge billboards and posters proclaiming the merits of the Communist five-year plan for rebuilding Berlin and promising "peace, happiness and welfare" for all.

Try shopping in the Leipziger Strasse and the Frederich Strasse, two of pre-war Berlin's principal business thoroughfares and all that may be found are a few cheap stores selling shoddy merchandise of little value. In the Marx-Engels Platz, site of the former palace of the Hohenzollerns, a wall of propaganda posters proclaim Britain, France and the United States as the enemies of the German people.

Paradox of paradoxes, free Berlin, itself a scant decade ago the symbol of the dark forces of totalitarianism, is today the beacon of liberty. Show-window of the west, it is little wonder that Moscow fears its propaganda impact upon the as yet unconvinced victims of Communist totalitarianism in East Germany.

A Great Picture

The spectacle of the Roman Empire at the height of its power has never been more graphically filmed than in the great picture, "Quo Vadis", now showing at the Prince Edward Theatre. The scenes depict the reign of the Emperor Nero, his monstrous atrocities and persecution of the Christians, and contain such a wealth of detail, on a scale and in such gorgeous colouring and mass movement, as to render any attempt at description futile.

Among the great figures that emerge in this kaleidoscope of history are those of St. Peter and St. Paul; and the central theme is the clash between Paganism and the early Christian Church. The scenes in the Roman amphitheatre, in the catacombs, along the Appian Way and in the Imperial palace stamp themselves indelibly upon one's memory. It is like reading the first volume of Gibbon's "Decline and Fall of the Roman Empire" at one three-hour sitting, with imagination heightened to the point of recreating the events in all their splendour and tragedy. From the standpoints both of drama and education this picture ranks very high indeed.

EDITORIAL NOTES

The sympathy of all our citizens will be extended to Mr. Benj. Rogers, Sr., and family in the death of Mrs. Rogers, who was very widely known and esteemed.

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U. K. Exports to Canada at £11.2 ($31) million were 30 per cent higher than the average for January-April. Despite this sharp increase, the figure for Canada is still 18 per cent below the second quarter of 1951.

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Pulpit architecture of the Auld Kirk of Ayr, in which Robert Burns, Scotland's national poet, was baptised, has been restored as a congregational war memorial, and a plaque will bear the names of 18 members who lost their lives in World War II. The old church celebrates its tercentenary in 1954.

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Canadian scientists attending the British Association for the Advancement of Science conference, in Belfast Sept. 3-10, will be welcomed by the Duke of Edinburgh, past president of the Association and Dr. A. V. Hill, Emeritus Professor of Physiology, London University, this year's president.

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Sir Robert Peel, 2nd Baronet, died this date 1850. He held many cabinet posts and established both the Royal Irish Constabulary and the Metropolitan Police, familiarly known as "Peelers" or "Bobbies". He introduced many fiscal reforms and introduced an Income Tax. In 1846 he concluded the Oregon Treaty with the U. S. fixing the boundary at the 49th parallel rather than 50° 40'.

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In future American airlines will cancel reservations unless passengers confirm them at least six hours before flight time. Even that measure does not do away with the nuisance of the firms or individuals who habitually make reservations, not because they intend to use them but just in case they might be needed. The practice adds considerably to the woes of the travelling public.

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Miss Dodo Griffiths, 21-year-old farmer, of Tregaron, Cardiganshire, is one of six members of Britain's National Fedcration of Young Farmers' Clubs coming to tell Canadian young farmers about farming in Britain. Miss Griffiths farms 27 acres, and looks after 12 dairy cattle and 60 head of poultry. She is Britain's only articled woman auctioneer and once a week sells livestock. On their return the six will lecture about their trip to young farmers' clubs. Four Canadian young farmers and a leader have arrived in Edinburgh for a stay in Scotland, where they will study farming and ways of life as guests of the Scottish Association of Young Farmers' Club, under an exchange scheme (four young Scottish farmers are at present visiting Canada).

Life Can Be Beautiful - Or Grim

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.

MR. MUTCH REPLIES

Sir, — In your report of the proceedings of the meeting of the P.E.I. Federation of Agriculture published June 28th., Mr. L. D. McIsaac is quoted as follows:

"Also to be considered in the matter is the Wood Islands Ferry Service, he stated. "This service gets a subsidy of $130,000 each year from the Dominion Government. There must be a new service down there sometime because of the large quantities to be ferried. In addition there will have to be a winter service, possibly out of Georgetown. "Under such circumstances it would hardly be feasible for the Dominion Government to build a million dollar boat and hand it over to a private company to operate and also help subsidize it. It doesn't seem logical."

Mr. McIsaac must have based his conclusion that Northumberland Ferries Limited has asked the Government to build and hand over to them a million dollar boat, on the fact that his proposals to the Governments as a rule have some such condition attached.

In our case however, our proposal carried no such condition and contained plans and specifications for a new boat suitable for the route with tenders from various firms. The lowest was from a Maritime Company which assured us they had ample steel available and guaranteed delivery in time for the opening of the service in 1952. Other tenders were also received and submitted for information, one of which was from a Quebec firm and was more than double the amount of the lowest one. We also submitted the new financial setup which had been arranged for financing the construction.

During discussions it was suggested that a boat that would not carry trucks might be a better proposition for us, and to this we objected.

Our proposal was left for study and we were later advised that "owing to the shortage of steel" permission to proceed with the building could not be granted, and a recommendation was made that the service be taken over by the C.N.R.; and perhaps if it was not for the pledge given by the Hon. C. A. Dunning in Parliament, when the original vote for construction of the terminals was asked for, this might have been acted upon.

Does Mr. McIsaac mean to say that the Government would save money by turning the service to the C.N.R. to avoid payment of a subsidy? If so we would suggest that he compare the subsidy paid Northumberland Ferries Limited with the deficit on the Borden-Tormentine route which if I remember correctly was upward of two and one-quarter million dollars for the last accounting period. This with boats paid for by the Government the last one costing about eight million dollars, and on which the C.N.R. has neither interest, depreciation or insurance to take care off.

In our case the boats are owned and paid for by the Company which has during the life of the Company (1939-1952) paid a total of $3,018.00 in dividends to the shareholders, and during the same period contributed almost $20.00 to the Federal Government in Income Tax for each dollar returned to shareholders, this because of the ruling that alterations and improvements to the boats are subject to Income Tax. Northumberland Ferries Limited must also pay Excise and Sales Tax and other taxes from which the C.N.R. is exempt.

Then the $3,018.00 paid in dividends has again paid a tax in the hands of shareholders.

It has been suggested on more than one occasion, and by some of the larger shareholders who do not belong to P.E.I., that we are spending our efforts in developing a service that does not seem to be appreciated, and Mr. McIsaac has by his remarks strengthened their hands. It may well be that we may be forced to dispose of the service to the C.N.R., and thus enable them to close the route and restore the rates for trucks crossing from Borden to Tormentine and return, carrying farm produce to the $50.00 and $70.00 per round trip, collected, until pressure from the Summerside Board of Trade had the rates reduced to those in effect at Wood Islands.

What is so amazing is to find a few persons, who should know better, so willing and anxious to accept verbal promises made by some individual, as sufficient guarantee that if the C.N.R. is placed in a position that will enable them to eliminate all competition in overland movement of freight and passenger they will in return do everything to improve our transportation system. They forget that there has never been any improvement in service or concession in freight or passenger rates which I can recall having come to us that has not been fought to the last ditch by the C.N.R.

For many years P.E.I. in connection with Nova Scotia and New Brunswick has maintained at Moncton an organization that has cost the Maritimes hundreds of thousands of dollars in attempts to prevent what our Board of Trade and our Governments have contended are unjust and improper impositions against us on the part of the railways. Except for the resulting delays in putting the increased charges in effect there has been little advantage to us from these expenditures. The railways with their highly paid legal men have been able to override what we feel is our rights.

To illustrate, an order issued by the Board of Transport Commissioners that P.E.I. be made one zone for our export vegetable shipment has not been put into effect by the C.N.R. and an appeal to the Court has been made in an effort to prevent our being granted the concession. If highly paid legal help can prevent it, the order will not be implemented.

In another part of your report, Mr. McIsaac is quoted as follows:

"Through the years they, the C.N.R. have set the pace for wages in the Dominion, they have improved working conditions, and they have trained technicians, some of whom have gone into other businesses and played their part in developing the country," Mr. McIsaac said.

"The question has been asked why they did not go into the business when the other companies started, and the answer is that the highways were not ready for them at that time.

"Regarding charges that a Railway bus franchise would result in a monopoly for the railway, he pointed out that the English transportation system has reached a high state of efficiency since being taken over by the Government. The publicly owned transportation system in Sweden is probably the best in the world," he continued. In other countries where there have been public utilities under Government control, these utilities have been paying propositions."

Why did Mr. McIsaac have to go to England and Sweden to find Government - owned systems of transortation that are satisfactory? We have a Government owned system in Canada, and if it were not for the pace set by the privately owned C.P.R. where would our transportation system be today? The roads, he states, were not suitable for the C.N.R. to use when the other companies were started. But private capital saw the need and went ahead, with the development, using the roads available; and now that the Prince Edward Island government has improved the roads, he suggests that the pioneers be pushed aside, and the business turned over to the C.N.R. I do not think our people will agree that this is the wise thing for Prince Edward Island to do.

I am, Sir, etc.,
R. E. MUTCH.
President
Northumberland Ferries Ltd.

IRISH MOSS DRAGGER APPROVED

Sir, — I would appreciate publication of the following letter:

To Mr. J. W. MacNaught, Parliamentary Assistant to the Minister of Fisheries, Summerside, P.E.I.:

Dear Sir, — I read with interest, also grave concern, the announcement respecting the delegation to the Commonwealth Parliamentary Association and their proposed tour of the Maritimes.

It is encouraging, indeed, to learn that the government is planning to extend an arm for the welfare of the much neglected fisherman, but I find the idea somewhat confusing that that which proposes to assist should at the same time be taking steps to snatch from the very mouths of our children their bread and means of sustenance.

It is well known, or should be well known by our government officials, that the fishing industry in P.E. Island is not self-sustaining. A P.E. Islander cannot support a family by fishing alone, especially a small-scale fisherman, because the season is too short, and the small income of four months must tide him over the remaining eight of the year. It is, therefore, necessary that he engage in, or combine some other source of income such as farming or lumbering, if he is to survive decently with his family.

Poverty lurked close at the doors of every fishing village until recent years when the moss industry, growing from year to year, provided the needful addition to the support of fishermen who had no other means except their season's catch.

The hand-picked-moss industry now provides necessities of life to more than 600 children and parents, distributed along the shore from North Cape to West Point.

Can you wonder that alarm begins to spread among these fishermen at the report head-lined in the newspapers, that the Government is preparing to send ships mechanically equipped to rake the shores and ledges for moss for an American market?

I speak on behalf of myself as a farmer-fisherman, and other fishermen along these shores from North Cape to West Point. A prophetic cry for bread is sounded in these outlandishly impractical proposals of the government or its agents, since there are in this above mentioned area of fishing coast, some 600 children, at least, who are wholly or partly dependent upon the moss industry (as hand-picked from the shore). If the ledges and rocks are raked by mechanical process, the hand-gathering must necessarily suffer since the sea cannot wash up what is not left at its disposal — this, to say nothing of the destruction and damage alleged by fishermen to be inflicted upon the lobster industry by tearing the spawning shell-fish from the rocks and shelters as well as cutting an alarming number of them to pieces in the "dragger process".

About 200 of the children dependent upon moss gathering for livelihood are to be found in the fishing village of Ebbsfleet. More than 50% are of French origin, perhaps 25% half French and the remainder of British origin. Of this group of school age children, only an extremely small percentage have or may have the advantage of education to supplement the loss of the moss gathering industry since, sufficient in number to require a four room school, with four teachers, only such as can be managed by two teachers in two crowded rooms can be but poorly taught. A personal interview with two efficient teachers last year revealed these statistics and facts. The teachers say there is need of four rooms instead of two as also four teachers in order that the children may receive profitable education, but — the fishermen, fishermen-farmers, and farmers are unable to finance more than they now have by way of educational facilities since the majority are fishermen, dependent upon fishing alone and moss gathering.

Moreover, these small-scale fishermen became more and more at the mercy of the large-scale draggers who, contrary to law, are constantly trespassing on our fishing grounds tearing our nets and gear, besides wholesale gathering of fish.

Recently my own losses from torn nets and gear, wrecked by these draggers, have been considerable yet, in spite of effort I have been unable to secure government support for protection of our rights. Can you explain why?

It has been generally suggested that our honoured visitors carry out their project of touring the island at least, at an earlier date than presently proposed if the information secured thereby is to prove of value to our industries, for practical purposes. It must be kept in mind that P.E. Island fishing season is late May to September — often shortened by weather.

On behalf of the fishermen of P.E. Island,

I am, Sir, etc.,
INGHAM COSTAIN.
Ebbsfleet P.O.
St. Louis, R.R.

"A GREAT OAK FALLS"

Sir,—A few days ago the Grim Reaper called to his eternal reward one of the greatest industrialists and building contractors of this Province, Mr. Maynard F. Schurman, of Summerside.

I became acquainted with this great man when I was a student in Kensington High School in 1895, and then began a friendship very dear and precious to me, which lasted until broken by death. In all my life I have known no man finer and more honorable than Maynard Schurman. He was a member of one of the Island's most brilliant families. He was outstanding as a leader in his own profession and all through the Maritimes stand monuments, splendidly built, to his sterling integrity and his strict honesty.

He was a great believer in and often an exemplar of the great virtue of Christian charity. His life partner, Mrs. Schurman, was undoubtedly his greatest help and inspiration and they leave to a splendid family a great example of what a true Christian family should be.

In his declining years it must have been a great consolation to him to see his son Harold gradually assuming more and more of the burden of administering the very large and extensive business he had built up and indeed carrying the success of his father to greater heights.

Mr. Schurman attended to his business assiduously and faithfully. Besides this he had a trinity of interests —his church, the Hospital, and the school and these should be any man's greatest interests.

Lives of men like Maynard Schurman are a silent sermon for everyone, and their example is well worthy of emulation. They are beacon lights that all may see, and wise are they who see the lights and heed the sermon.

To Mrs. Schurman and family I extend my sincere sympathy.

I am, Sir, etc.,
W. J. P. MacMILLAN.

The Age-Old Story

Blessed is the man that endureth temptation: for when he is tried, he shall receive the crown of life, which the Lord hath promised to them that love him. Let no man say when he is tempted, I am tempted of God: for God cannot be tempted with evil, neither tempteth he any man: but every man is tempted, when he is drawn away of his own lust, and enticed.

The Poet's Corner

FROM WOODNOTES

It seemed as if the breezes brought him,
It seemed as if the sparrows taught him;
As if by secret sight he knew
Where, in far fields, the orchis grew.
Many haps fall in the field
Seldom seen by wishful eyes,
But all her shows did Nature yield,
To please and win this pilgrim wise.
He saw the partridge drum in the woods;
He heard the woodcock's evening hymn;
He found the tawny thrushes' broods;
And the shy hawk did wait for him;
What others did at distance hear,
And guessed within the thicket's gloom,
Was shown to this philosopher,
And at his bidding seemed to come.

—Ralph Waldo Emerson.

Notes By The Way

The cows are apparently swinging into line with the increase in general efficiency which has marked farm progress in recent years. The average production of milk per cow is reported to have increased from 3,794 pounds per year in 1925 to 4,626 pounds in 1951, a rise of 21.9 percent.—(Owen Sound Sun-Times).

The "sovereign specific" that assertedly cured everything from ingrowing toenails to dandruff is popularly supposed to have been compounded of brook water and a dye of some sort. All the old medicine man's goods were not so simple, however. An old remedy investigated by the food and drug people in Detroit was quite a mixture, whatever its medicinal qualities. The maker of this all-purpose cure-all said skunk cabbage, catnip, hops, corn silk, mistletoe, horsetail grass, and marshmallows all went into it. That adds up to an impressive formula, but chiefly because of the colorful names given various kinds of vegetation by natural historians. It seems, though, that the medicine, "Old Chief," is at least harmless. Authorities didn't order its producer to stop making it, but merely to desist from claiming it will cure everything from nervousness to too much fat on the midriff.—(Windsor Daily Star).

The other day a Detroit window-washer fell 20 stories to his death. This is a type of fatality that occurs frequently, indeed too frequently. Among other things it suggests that the evolution of windows has shown small consideration for the safety of those who wash them. The closest approach to safety, as demonstrated in New York's new all-glass Lever Building, involves a set-up too costly for most structures. A platform, whose supports are mounted on a track, is lowered from the top of the building. Washers work from that platform, instead of swinging from belts. Sometimes it seems that authorities take an uneven view of human safety. They'll forbid such stunts as crossing the Niagara gorge on a tightrope, but daily will allow men to crawl out on a window ledge 50 stories up. It strikes us as an unnecessarily hazardous way to earn a living.—(Windsor Daily Star).

At Powell River, British Columbia, they have buried Lieutenant Colonel John (Jock) MacGregor, VC, MC and Bar, DCM, one of Canada's most decorated soldiers. He was 63. He was commissioned in the field in France and won his spurs in such bloody and tormented engagements as Passchendaele and Loos and Vimy Ridge. The Victoria Cross came at Cambrai. Such fighting Scots have been going to the wars for centuries proving their mettle, honoring the land of their birth and taking honors and decorations with them to their graves. It is one of our great sources of power that we can draw on such hard and indomitable men when occasion arises. — (London Free Press).

Toronto police have removed 127 old cars from the streets within the last five weeks, vehicles which in their opinion were virtually wrecks on wheels and a menace to other traffic. Last year they banned from the roads 155 cars during a similar campaign. One car ordered off the roads in Toronto had a jagged running-board which caught the clothing of a three-year-old child and dragged her some distance along a street until pedestrians shouted at the driver to stop. Police found on examining this car that it had been in use for 18 years. Its brakes were defective. There was a play of 12 inches in its steering wheel. The muffler was loose. The fenders flapped. The windshield was broken. — (Hamilton Spectator).

Unhappiness in marriage is not lessened by the existence of strict and antiquated divorce laws. And we do not believe that a liberalizing of the laws relating to divorce would cause a large increase in the incidence of divorce. The common sense and basic decency of the Canadian people can be trusted; only a few marry without giving the matter proper thought, and only a few would divorce hastily if that course were open to them. But people who have sustained deep injury in marriage —by desertion, by crime or insanity, or by outright incompatability (including cruelty) — ought to have legal means of righting that wrong. To deny them this right is not to strengthen the moral fibre of the nation, but to weaken it. — (Peterborough Examiner.)

A convention delegate's claim that French in Canada has become a "dead language" is disputed by Prime Minister St. Laurent, who goes on to tell of the usefulness of French in law and diplomacy. Perhaps the argument between the two really hangs on their respective interpretations of the term "dead language." As generally used, it applies to a language in which the power to create new words has been lost. Latin is in that category, and so, scholars say, is Scottish Gaelic. The fact that there are many who can write and speak those languages does not keep both from being "dead". Is Canadian French in that class? Does it no longer create new words to meet new needs? If it does, then it is as vigorous and alive as the English spoken in Canada and the United States, which has words and some usages unfamiliar to Britain. But if Canadian French merely picks up English words for whatever is new in everyday life, then it is "dead", although millions speak it fluently. — (Windsor Daily Star).

Old Charlottetown And P. E. I.

BATHING UNDER DIFFICULTIES

"The bathing season is now commenced, and large numbers of the youthful indulge in the refreshing exercise from the wharves. At noon today Officer Cameron fell upon a number of gamins who were swimming off Steam Navigation Wharf. He laid plans for their arrest, but they escaped, without their clothing, to Peake's No. 3 Wharf. For half an hour he followed them, in their nakedness, from wharf to wharf. Failing to make an arrest, he took their clothes, carried them to the Police Station, and left the poor urchins standing naked on the wharf under the beams of a scorching sun. Presently, Officer MacKinnon returned with the clothing, left them in a forge, and went in search of their owners. He had scarcely left the forge when the naked urchins entered, donned their clothes, and left the vicinity, which was being diligently searched by the officer."

—The Examiner, June 22, 1878.