

Vital Transportation Issue

When the continuing committee appointed at the Atlantic Premiers' conference gets into action, it is to be hoped we shall hear more by way of protest against the action of the Board of Transport Commissioners in granting a 7 per cent interim increase in freight rates, pending a final decision of the Railways' 15 per cent application. Eight Provinces are adversely affected by this ruling, as they have been by previous flat rate boosts, but this fact does not seem to have caused a ripple at Ottawa. The latest "interim" boost sets a new bad precedent on two grounds. It assumes, arbitrarily, that some increase is required, and it undertakes to decide how, if this be the case, additional revenue is to be raised.

As pointed out by Grant Dexter in a series of articles in the Winnipeg Free Press, the Transport Board has no right whatever to impose horizontal percentage increases. Such increases have been condemned in the past, not only by the four Western and the four Atlantic Provinces, but by the Turgeon Royal Commission on Transportation, which devoted a chapter to this subject in its report of 1951, and found against them on six major counts. The case was considered to be so overwhelming that the Commission did not think it necessary to recommend an amendment to the Railway Act forbidding them, but assumed (and said so) that the Transport Board would pay "due regard to the considerations referred to in this section."

The Transport Board has not done so. One reason for this indifference, Mr. Dexter suggests, is that this tends to be a sectional matter. Ontario and Quebec, as in past percentage increases, were not present at the recent hearing. They are short-haul provinces. The bulk of their freight moves short distances and has little to fear from percentage increases. Moreover, these increases apply only to standard or maximum freight rates. Rates in Ontario and Quebec are largely "competitive" rates. They are lower than standard rates and compete with truck and water rates.

The Turgeon Commission report gives dozens of examples of the hardship wrought upon long-haul shippers by percentage increases. The long-haul shipper pays \$20 while his short-haul competitor pays \$10. The difference between the two—the vital factor in competition for the market—is \$10. An increase of 50 per cent in rates raises the long-haul rate to \$30 and the short-haul rate to \$15. The difference is now \$15 and the terms are gravely altered for the worse for the long-haul shipper. The total post-war percentage increase granted up to the time of the Turgeon Commission's report was about 50 per cent. Now it is about 100 per cent. The illustration was from actual shipments and the spread between the two, today, would be \$20 instead of \$15 or the earlier \$10. The Commission consequently recommended that freight rates be equalized, freed of distortion, and thereafter that a different method of increasing them be followed. And special heed should be given to long-haul traffic and to rates on basic or primary commodities—the chief victim of the present method.

Perhaps the most surprising feature of the present case is that the Transport Board only finished, last year, equalizing standard class rates—a task largely made necessary by the distortions wrought by earlier percentage increases. Chief Commissioner Kearney in his remarks at the hearing on June 11 was obviously aware of the finding of the Royal Commission, of the distorting effects of percentage increases, and of the strong antagonism of the eight provinces.

The Atlantic Provinces cannot afford to lose sight of this issue, which is becoming more and more menacing to our transportation prospects.

The Steel Strike Impact

Just how dependent the North American continent is on steel may be shown over the next few weeks, if predictions as to the length of the steel strike hold true. Iron Age, a U. S. publication which follows closely the activities of the steel industry, says there is nothing to suggest an early end to the strike, and believes the walkout could easily extend eight weeks or more.

Negotiations were underway throughout the month of June to establish a new contract by the end of the month, but the demands of the United Steel Workers of America are reported to be far above what the companies are prepared to offer. Failing an agreement, the strike broke out on a weekend, shutting off 90 per cent of the steel production in the United States.

Following through on Iron Age's prediction, we see that within two weeks there will be a "complete upset" of every major building and construction program in the country. Steel structural and plate were in short supply before the strike. By eight weeks, the magazine foresees chaos to all major steel-consuming industries.

The United States does not have to wait that long to feel the initial impact of the strike, however. Railroads have already curtailed operations, since the steel industry makes up a major portion of the railway business. As in every strike, things will be a lot worse before they get any better.

And when it is settled, it will be likely at rates higher than at present offered by the company. Iron Age predicts increases totalling 20 cents an hour, and that settlement of the strike will be followed by an increase of about \$8 a ton—or more.

Since Canada imports about one-third of its steel from the United States, the strike is of more than passing importance here. Certainly we shall not escape the ultimate effect of the strike, which will be a boost in steel prices in this country as well.

EDITORIAL NOTES

Visiting school teachers from Quebec, and visiting farmers from Ontario, will be with us today, and both groups will be warmly welcomed, not only officially but by all our people. This Garden Province never looked lovelier than at the present time, and even a few hours spent here by way of holiday should prove a rewarding experience.

A Democratic politician in New York says that the Republican State Chairman owes Governor Harriman an apology for having called him a "jackass". It wasn't a very flattering description, to be sure; but it would be hard to think of any leading politician in the United States these days, with an election coming up, who doesn't owe somebody or other an apology. "Jackass" is very mild compared with some other epithets that have been tossed around.

A new political party has been formed in West Germany with a former actor as leader. Its main objective is an armed Germany with no attachments to either East or West—armed neutrality, which President Tito of Yugoslavia is talking a lot about these days. It's not much of a force as yet, having a membership of less than 100. But it has plenty of potential strength ahead of it; for isolationism is becoming more and more noticeable in West Germany, and indeed all over Western Europe.

It is one of the ironies of post-war history that the chief issue in the recent Japanese senatorial election was whether the constitution should be amended to permit rearming of the country. This right was taken away by the United States Occupation authorities over the protests of the Japanese Government of that time. Now, the United States wants rearming to begin in earnest just as soon as the necessary legislation can be enacted, while the Japanese themselves are about equally divided on the wisdom of such a step. All Opposition parties are opposed to it; and even the government which professes to be pro-Western is not really enthusiastic about it.



Province May Have Serious Potato Shortage Next Month

SEASON'S GREETINGS

PUBLIC FORUM

This column is open to the discussion of current events and questions of interest. The Guardian does not necessarily endorse the opinion of correspondents.

RURAL EDUCATION

Sir:—Crossing over on the boat from Borden recently I was absorbed in feelings of pleasure at being able to make the trip and enjoy the hospitality for which Islanders are so famous. We had just pulled out from the wharf when a friendly sort of character plunked himself down beside me and we engaged in conversation. This drifted to the subject of education. He said he lived in a country district where his three children attended a school in which a teenage grade XI girl was teaching or rather trying to teach all the grades from I to IX. He said this is physically impossible. She has either to neglect the pupils or ruin her health.

He got "wound up" as we say in the West, and exploded with "rural P.E.I. is the hardest place in Canada to get an education". This wild statement set me thinking of the two men Bruce Hutchinson met on the boat, one a wise man the other a fool. The latter said "we must change". The wise man said "never". A few weeks later this statement of his "no hardest place, etc." kept ringing in my ears. Let us look into and make sure it is not true. The impression has got that P. E.I. has the poorest educational system in Canada and I would very much like to see such rumors refuted.

I am Sir, etc. J.M. McDONALD. Eekville, Alta.

No More Ulcers?

(Vancouver Province) Canadian army cooks, fabled in song and story, are nowadays rising to the giddy eminence of career men with special finishing courses at the British army cooking school at Caterham, England. Time was when cooks were recruited from the army's odds and sods. If you were a manic-depressive, looked like a camel on the parade square, and otherwise showed no visible talent for the military life they made you a cook.

Now you must be able to read, and find your way around in English recipe books, which call for even more concentration than ordinary military manuals. Not that there is any danger of cooks going intellectual. Any incipient tendencies of this sort would be taken care of at Caterham.

There is to be a certain professional polish in the Canadian army cuisine, henceforth, no doubt affording such intriguing items as "Beuf de Bully a la Brisquet" and "Garlino-Anaemia una Spaghetti" and stuff like that.

But will British army standards really reduce the incidence of peptic ulcers in the Canadian army? In the last war Canadian army cooking, and the Canadian ration were dismaying, but British army cooking was enough to shatter one's faith in the ties of Empire.

The Poet's Corner

FROM THE BRAES O' GLENIFFER
Keen blows the wind o'er the
Braes o' Gleniffer,
The auld castle's turrets are
cover'd wi' snaw;
How chang'd frae the time when
I met wi' my lover
Among the broom bushes by
Stanley green shaw;
The wild flow'rs o' simmer were
The wild flow'rs o' simmer were
spread a' see bonnie,
The mavis sang sweet frae the
green birken tree;
But far to the camp they has
march'd by dear Johnnie,
And now it is winter we' nature
and me.
—Robert Isaachill.

No Bed Of Roses

Arthur Blakely in the Montreal Gazette

Prime Minister St. Laurent's return from London produced yet another sensational chapter in the life and times of Mr. Speaker Rene Beaudoin, who has had more hairbreadth escapes from one fate or another than a CBC Soap Opera hero.

In fact Mr. Beaudoin's career already bears a marked resemblance to that of the well known in again-out again-in again Finnegans. At the moment, Mr. Beaudoin is in again. And if Prime Minister St. Laurent has his way—as he often does—he is in the Speaker's Chair to stay for most or all of the balance of his term.

But it has been a long, hard haul. On Friday June 29, the Speaker embarrassed by publication of distressing excerpts from a private letter—the privacy of which wasn't given adequate protection—offered to resign. There were two conditions attached. Someone would have to "move a motion" asking for his removal from office. And the motion would have to cite reasons why this action should be taken.

On that basis, he could have been displaced from office in short order by any persons acting in concert. And it mightn't have been difficult for two Opposition M.P.'s—since the Conservatives and CCF'ers are solidly of the persuasion that Mr. Beaudoin acted as a Liberal partisan at times during the pipeline-closure battle—to get together on such a project.

SECOND THOUGHTS
But a little later, Mr. Beaudoin entertained some sober second thoughts. And outside the Commons chamber, he hedged his offer. Naturally, he suggested, he had meant that the motion would have to be passed as well as moved.

Since the motion couldn't have passed unless Mr. Beaudoin's 169 Liberal colleagues suddenly turned hostile, the offer to resign lost some of its zip. And just to be on the safe side, the Speaker inserted several citations into Hansard immediately following the sentence in which he offered to resign which would appear to support the later modification.

All that was on Friday. Public reaction and editorial comment following in the wake of the development can scarcely have been encouraging. When the House assembled again on Monday, Mr. Beaudoin turned up with a new offer to resign.

And this time it looked absolutely ironclad. He didn't wish his actions as Speaker to plunge the Government into a General Election. Anyway, he was anxious to free himself of office in order to regain his freedom of speech to defend himself. Were he to resign effective on that day, the House would have to adjourn since the Prime Minister, responsible for presiding over the selection of his successor, was absent in London. And the Senate, taking a three-week holiday, would have to be reconvened. And the presence of the Governor General or his deputy would be required.

FAREWELL SPEECH
In view of all these considerations "I place now my resignation before the House to take effect at the pleasure of the House. I would wish that it be accepted as soon as possible. This is my farewell speech."

Only meaning to which his words appeared to be susceptible, without hair-splitting, seemed to be that he was merely placing his resignation in abeyance pending Mr. St. Laurent's return when it would be possible to pick his successor. That reference to a "farewell speech" even led to speculation that he was resigning as an M.P. as well as Speaker.

OUR YESTERDAYS

From The Guardian Files TWENTY-FIVE YEARS AGO (July 14, 1931)

At an informal supper meeting in the Clifton Hotel, Summerside, about twenty-five members of the Board of Trade from that city had the pleasure of being introduced to Mr. W. McL. Clark, Secretary of Canadian Chamber of Commerce, who is on a short visit to the Island.

An address and presentation was given to Right, Rev. Joseph A. O'Sullivan, Bishop of Charlottetown, at a meeting of the Benevolent Irish Society, held in the Club Rooms last night. The address was read by Mr. J. Austin Trainor.

TEN YEARS AGO (July 14, 1946)
Continued dry weather during June, the most excellent growing month of the cropping season, has caused a great depreciation in farm production in this Province and will have far-reaching effects on this year's returns, Mr. W.R. Shaw, Deputy Minister of Agriculture stated in an interview today.

John B. Myrick of Tignish, vice-president of the P.E.I. Fishermen's Federation, a parliamentary committee in Ottawa told that fishermen in this Province supported the principal of regulation and inspection of canned fish taken from Island waters.

The first in a series of three early field days, organized by the Division of Illustration Stations, Experimental Farms Service, in co-operation with the Provincial Department of Agriculture was held on the farm of John L. Clark, M.B.E., Rustico, Wednesday, July 10.

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Medically Speaking

By Herman N. Sundeen, M. D.

TAKE THESE PRECAUTIONS IF YOU HAVE ASTHMA
There are many obvious precautions an asthmatic should take to protect himself from an attack. Sleeping in an air-conditioned room, for example, probably will help prevent a seizure. Avoiding pollen as much as possible at all times is another commonsense procedure.

After all, you can't go walking, or even riding in an open car along a country road, on a warm sunny day, without expecting to experience allergic difficulties. AVOID EMOTIONALISM
But there are other less obvious precautions which all asthmatics should be acquainted with. By following them, you may avert an agonizing bout of wheezing and gasping.

Psychosomatic factors, you see, pay an important role in the management of asthmatic patients. Not only do such factors precipitate attacks, but they also considerably increase the disability caused by the attacks.

For this reason, it's important for all asthmatic patients to avoid emotional strains. That means don't get into any arguments with your spouse or into any heated political discussions. Both are pretty easy to find along about this time of the year.

REMEDIES AVAILABLE
Another good rule is always have some medicine on hand that will alleviate an attack. As anyone who has asthma well knows, an acute attack, especially at night, can be a terrifying thing, not only for the victim, but for other members of his family as well.

It's a great comfort for all concerned to realize that uncomplicated acute asthma rarely is fatal and that effective remedies are readily available. It will help calm the emotions, and thus help avert an attack, if the patient knows that ephedrine capsules, an epinephrine vaporizer or some other prescribed medication is on hand for instant use.

If these oral medications don't control attacks, ask your doctor if he will teach the patient how to administer epinephrine to himself by injection. Easily obtainable self-medication gives an asthmatic a great sense of security. And for a victim of asthma, that's important.

QUESTION AND ANSWER
H.G.: My physician is giving me hormones. Can hormones cause cancer?
Answer: There is some evidence that certain hormones speed up the growth of some types of cancer in patients who already have a malignancy.

STUDY SEA BOTTOM
NAPLES (AP)—The American three-masted schooner Vera carried 28 international scientists off Friday on a six-week study of the Mediterranean Sea bed. The group will dredge shallow coastal caves along the Greek and Turkish coast and along the island of Crete in the hope of finding clues about pre-historic man and his life in the area of the eastern Mediterranean.

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NOTES BY THE WAY

At one London club the host is handed a menu which lists the item and its price. His guest is given the same list, only there are no prices on the guest's menu. —Atlantic Monthly

A Denver man has collected damages from a barber who snipped off a piece of the client's nose with his scissors. It could be the fellow's nose was too long anyway and the barber for trimming. —Tava Journal

Our push button civilization is ruining Canada by depriving children of exercise. Let them roll up the windows of the family car by hand, just as we older folk, who built the country, had to do. —Orilla Packet and Times

It always seems a shame, says a contemporary, when a ballerina is sent back to the minors just because he can't hit, even though he's good at cap tugging, hand dusting and spike tapping. —aterloo Record

The new Ontario registrar of motor vehicles says safety features in automobiles have their points but that the biggest trouble is in the safety consciousness of the drivers. Maybe the car of the future will have built-in safe drivers. —Sarnia Observer

That master of the art of political surprise, Premier Smallwood, has sprung a new one with his pledge that if Ottawa does not come through with a scheme of unemployment insurance for fishermen within the next 12 months, the Government of Newfoundland will supply one. —St. John's News

Just as our navy friends had us trained to always say ships and never to say boats, a broadcaster declared recently that a vessel going through canal locks was always a boat and never a ship. Just incidentally we never could understand why railroad cars carry shipments and ships carry cargoes. —Toronto Telegram

It is extraordinary that, through eleven years of postwar life, only two out of ten provinces have changed their governments. In those two cases (B.C. and New Brunswick) the new governments already look as well established as those of the other eight provinces—in most of which, at any rate, the governments that were in office in 1945 (and some of which were already old then) look as safe in their enjoyment of power as they have ever been. Is there some common quality, shared by these governments, that explains their longevity? It is hard to see any except the very fact of their longevity. —Winnipeg Free Press

This time of year ambition is what leads lots of people to tool for a mor. comfortable place to do nothing. —Sherbrooke Record

One of the fastest ways to grow old is to retire and spend your time wishing you were still working. —Kitchener-Waterloo Record

Once upon a time it used to be enough to start a town if you had a general store at a crossroads. Now you have to have a motel, an auto junkyard, and a hot dog stand. —Hamilton Spectator

The quickest way for a politician to make himself popular is to demand tax cuts. And the hardest thing after he is elected is to make good on his demands. —Oshawa Times-Gazette

Ontario, with a population of 5,500,000, still has 38,000 persons in jail, while Britain, with a population of 42,000,000, has only 33,000. And at that, Ontario is ahead of the other provinces in Canada. —Toronto Star

The U.S. Coast Guard has warned ships in the Atlantic of the presence of a giant turtle, forty-five feet long. This suggests that Nature has been going to some science-fiction movies. —Edmonton Journal

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