

After Marshall Plan

OUT of the complex of recent ministerial talks—two - power, three - power, twelve - power—in London have come two major results. One is the development and improvement of the machinery of the North Atlantic Treaty Organization. The other is the decision to begin talks on the subject of economic co-operation after Marshall Aid ends in the summer of 1952. The second is probably more important.

The decision which Acheson, Bevin and Pearson took in consultation with Dr. Stikker is something entirely new. It is the first step taken towards answering the biggest problem—apart perhaps from defence—which faces the countries of Western Europe and North America. That is the question of what to do about economic co-operation in 1952.

It has for a long time been taken as axiomatic that the organization for European Economic Co-operation, which was set up in 1948 to deal primarily with Marshall Aid, could not simply be scrapped. There could be no going back. In some form or other organized economic co-operation between West European countries would have to continue.

At the end of four years it had been thought that Europe should be nearly self-supporting. It would continue with a policy of European co-operation. But the U.S.A. could then withdraw from any kind of organizational association and revert to "normal" trade connections with Europe.

The assumption was that in the "post-Marshall" period Europe's economic problems would be "European," capable of solution within a purely European framework. But it has gradually become clear that this assumption was a false one.

It has become clear that if post-Marshall co-operation were to be effective it could not be confined to Europe. The U.S.A., and probably other overseas countries, must in some way be associated with it. But it is one thing for such things to be plain to economists. It is quite another for governments, which have to take many other factors into consideration, to act.

Credit for the first move goes to Canada. It was Lester B. Pearson who proposed and secured inclusion in the North American Treaty of Article 2 by which the signatories agree to the principle of economic co-operation with each other.

The big decision taken in London is that not only must Europe economic co-operation continue after the end of the Marshall Aid period but that there will have to be a "working relationship" between the European body, the U.S.A. and Canada. The exact nature of that working relationship has to be discussed and decided. There are other problems ahead. What are to be the relations with the sterling area? What are to be the relations with the big Soviet economic bloc, which includes all Eastern Europe and more than half of Asia?

But the big step has been taken. It is now accepted on both sides that the economic problems of the post-Marshall period cannot be solved in a continental framework. They require some kind of continuing organized working relationship between Western Europe and North America; probably some kind of working relationship between these and the rest of the British Commonwealth as well.

The acceptance of that proposition removes the twin danger that has been threatening the Western World—American economic isolationism and a new but equally dangerous trend towards a sort of European isolationism. We have already perceived that the economic problem cannot be solved without co-operation between nations. The four great powers now declare, in effect, that they cannot be solved without co-operation between continents. It is difficult to over-estimate the importance of that.

GOOD WATERFRONT NEWS

GETTING of the contract for the breakwater for the protection of the fisheries floats at Westview Bay is welcome, if overdue, news. It is satisfactory, too, that the important job, being started almost immediately, is to be completed by September. This means that the fleet will not have to face the risk of being caught by one of those severe westerly gales which blow up occasionally once in a while during a normal winter and pound the Prince Rupert waterfront.

The building of the big breakwater together with the putting in of the level crossing road, which will connect the city road with the Fairview Bay floats as well as with the big Prince Rupert Fishermen's Co-operative plant, will complete the effectiveness of facilities which were installed a few years ago at the west end of the waterfront.



As I See It

By ELMORE PHILPOTT PENSIONS COMING

ORDINARILY CABINET ministers' speeches don't make lively reading. But the one made in parliament on March 10 by Hon. Paul Martin is an exception.

It gives the whole background of the Old Age Pension situation in Canada. It gives every Canadian who reads it the facts on which to get a clear understanding of what is now at stake.

Anybody can get a free copy of this speech by writing to Mr. Martin and asking for the reprint called "Canada Reviews Old Age Security."

THE MAIN FEATURE OF MR. Martin's speech is that he includes complete figures for costs of the various schemes.

Suppose Canada decides to pay everyone of 70 years of age, or over a pension without means test, starting next year. Here is what Mr. Martin's experts figure it would cost the nation per year:

\$50 per month	\$242,820,000
40 per month	323,760,000

50 per month	404,700,000
60 per month	485,640,000
PENSIONS OF \$60 PER month at age 60, such as I have long advocated in this column, would cost the people of Canada \$1,174,962,000 in 1951. But as the total number of olderfolk is increasing the cost would be \$1,418,814,000 in 1961, and \$1,644,162,000 in 1971.	

The federal and provincial governments combined are spending \$135 millions per year on Old Age Pensions now. Hence there is no argument that adoption of any one of the more generous schemes will cost SOMEBODY more than the present plan.

But what we will do, in fact, is to put the whole matter of saving for old age on a new and systematic basis. Somebody has to keep old people now. This is now done either by personal thrift, by younger members of the families, or by old age pensions.

As things now stand the more thrifty people not only have to pay to stay alive in their old age. But they also have to pay to keep the more thrifless alive. Under an all-put-in-and-take-out scheme the whole working population would contribute according to capacity—rich most—poor least. Everyone in Canada—rich and poor, white, black red or grey—would draw out his or her same-amount pension per month.

FUTURE GENERATIONS will wonder how we could ever have been so dumb as to delay proper pensions so long. A proper plan will prove to be not only a great

LETTERBOX

McBRIDE STREET NOISE

Editor, Daily News:

For the past six months the residents of the City living in the vicinity of McBride Street, have had the pleasure of attending an impromptu School of Warfare Noises and at present the said residents are capable of withstanding anything in the shape of the noises of modern warfare.

First we have some of the local vehicles which, when they coast down McBride Street, emit flashes and noises, reminding one of the concentrated efforts of a machine gun company. Then

social advance and humanitarian measure. But it will also prove to be the greatest boon to business ever devised. It will stabilize the purchasing power of the people on a lifetime basis. It will take away from the people in times when they do not need money, and it will pay back to the people that same money when they are old and no longer able to earn.

There are a dozen different ways in which we could pay for such pensions. We have plenty of room to argue about such way. But let us NOT argue about the objectives.

In this matter at least, let Canadians think of themselves as just one big family, solving forever the financial worries of its older folks.

there are others climbing the hill with all the sound effects of a Stuka dive bomber or a night fighter taking off on a mission.

It seems to me that if these vehicles are firing their fuel back in the tail-pipe of their exhausts, either the engines are badly out of time or the vehicles might become a hazard as far as fire is concerned.

It is a well known fact that some of our local trucks are either having their mufflers removed, or if the muffler is due for replacement, well, it never is replaced—this in order to give the vehicle a little more power, to carry a little more load, the straw that breaks the camel's back, referring to our broken down streets and highways, (for which all the repair money is gone).

It seems to me, Mr. Editor, that there is a provision in the Provincial Vehicle Act that all vehicles must be properly silenced. If this is the case, then there should be more supervision of this delinquency by the police. If nine out of ten of our people can comply with the law, then the other tenth should be made to comply.

Yours for a good night's sleep.

"HIBERNIA."

Mrs. A. T. Iverson leaves on this evening's train for Duluth, Minnesota, to pay a visit with her son and daughter-in-law, Mr. and Mrs. Harold Iverson. Mrs. Iverson will also visit with friends in Wisconsin.



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City-Province Tiff On East Gambling

TORONTO —A controversy between Toronto municipal and Ontario provincial government officials arose today over the gambling situation in Toronto. Provincial Secretary Welsh contradicted Mayor Hiram McCallum over the matter to the Ontario government giving charters to clubs. The mayor stated that at least six professional gambling syndicates were operating in Toronto and intimated that city police were hamstrung in the matter of clubs operating under provincial

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