

THE GUARDIAN

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Legislative Action Expected

Though the railway strike is over, the issue most in the minds of the people of this Province—responsibility for the ferry service tieup—is by no means settled and it is this issue which the Legislature, when it meets on February 7, will be expected to deal with.

Other Provinces also are noting our protests with sympathy. The Sydney Post-Record, in an editorial on the subject, states that the Dominion Government is pledged to operate the Island's main link with the mainland and that the upshot of their failure to do so resulted in an intolerable traffic jam at Wood Islands.

"This is a situation that a people with any spirit and self-reliance does not suffer for long, and having suffered it for any duration whatever, will take action to see it doesn't happen again. The Prince Edward Islanders are not the sort to permit themselves to be bludgeoned without hitting back.

"Maritimers have built ships before and can build them again or have them built in the form of ferry boats suitable for all purposes. People who live on islands never have been stopped by water from going wherever they please. Islanders are a breed of people who know their own minds."

Strike Balloting

The railway walkout, now happily over, may again see the question of the secret vote in strike balloting revived by Parliament. It does not seem that any democratic union man should have an aversion to the secret ballot, especially in expressing decision on an important question that involves the public interest.

From the committee sittings there emanated a recommendation to Parliament that the statute empower the Minister of Labor to authorize a secret ballot, if he deemed this fitting in the circumstances, after being requested to do so by either party to an industrial dispute.

Air Guns

Although the air gun is often treated as a toy it is first and foremost a weapon. It has an effective range exceeding that of most shotguns and can cause serious injury for hundreds of feet or further if the pellet happens to strike a bystander's eye.

This is not to say that the younger generation should be deprived of its use. The gift of an air gun to a youngster, however, carries with it the responsibility of instructing him in the principles of firearm safety. It is the ideal first gun for most boys, and if the father will do his duty in providing proper instruction, the young marksman will grow up having a healthy respect for guns and grounded in the precautions necessary to their proper use.

Like any other gun, it should never be fired unless the range is clear, and a backstop prevents the missile going beyond the line of sight. No one should be permitted to stand in front of the marksman and when moving about the gun should not be cocked ready to fire. It must be well drilled into the young sharpshooter that a gun, even an empty one, must not be pointed at anyone.

Unless adults are prepared to undertake such safety instruction they should not provide children with these weapons, or it is on their heads that the loss of eyes will be and also the loss of life from bad gun handling habits learned in youth.

EDITORIAL NOTES

Tomorrow Alberton will be the cynosure of all eyes on the occasion of its annual exhibition.

Not everyone can take part in the fight against cancer but one and all can contribute financially to its success.

The successful bombardment of Sebastopol after two years' siege, this date 1855. The outstanding event in the Crimean war.

The present survey of school requirements for the city would not be complete without a comparison of birth rates during and after the war years.

Registration begins today for Prince of Wales College students. The "fortunate few" are probably wondering if they really were so fortunate.

The Labour Day holiday went over with a bang—good weather, good sport, good cheer, everybody satisfied that peace in the railway world had been restored.

Lieut.-Governor and Mrs. Bernard concluded a successful social regime at Government House Friday with a brilliant ball of old time dimensions in honour of the visiting H. M. S. Snipe.

The new market for seed potatoes in Uruguay is highly appreciated. The tender forms, recently distributed among our exporters, must be returned, duly filled up, to Mr. Peppin by today.

This is one part of Canada which does not have one type Monday "wash-day blues" complained of since the end of the rail strike. Being completely dieselized, the railway here does not cover milady's wash with soot.

An army court martial is enquiring into an accident at Petawawa in which a two-inch mortar blast killed four soldiers and injured another four. What should be further enquired into is why the supposedly obsolete two-inch mortar is in use at all.

Crab fishermen found a bonanza in Alaskan waters because of the closed season in their usual fishing areas. There must be countless wealth in seafoods awaiting discovery, but the commercial fisherman cannot afford to "waste his time" looking in unproved fishing grounds.

In connection with the emergency meeting of the Legislature on Thursday rumours are prevalent in political circles that should a vacancy occur in the Premiership soon, the Hon. Mr. Darby, Attorney-General, will be in the preferred position as successor. Mr. Darby has gained considerably in reputation as a debater and in the handling of provincial affairs both here and at Ottawa.

M. P.'s at Ottawa are again discussing the country's business along party lines. There are now four parties in the House, the Liberals, the Progressive Conservatives, the C. C. F.'s and the Social Creditors. When a debate takes place the leader of each party has to be officially heard from, which tends to prolong proceedings. But the members as a whole seem anxious to dispose of the Government's business without undue delay that they may return home to their constituencies.

A Trade Mission from Barbados will be in Ottawa today and tomorrow. Its members are: Sir John Saint, K.C.M.G., O.B.E., until recently Director of Agriculture in Barbados and at present a member of the Executive Council there; Mr. Grantley Adams, the Leader of the House of Assembly in Barbados; Mr. John Chandler, who is engaged in the molasses business; Mr. Dean, Secretary. The purpose of the Mission is to investigate the prospects of the export market in Canada for fancy molasses from Barbados.

The second annual observance of National Kids' Day—which is sponsored jointly by the more than 3,150 Kiwanis clubs comprising Kiwanis International, and The National Kids' Day Foundation, Inc.—will take place on Saturday, September 23rd, 1950. Kids' Day, which is completely non-commercial in concept, has as its main purpose the channeling of additional public interest in the problems of underprivileged children so that these unfortunate boys and girls may have the opportunity to enjoy a better life. In 1949, records show that 1,239 Kiwanis clubs throughout the United States and Canada conducted observances of Kids' Day.



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.

L. M. M.'S EARLY LIFE

Sir—The letter appearing in your Public Forum Wednesday, signed by Flora M. Toombs, confirms my opinion that a great many people, both Islanders and visitors, are keenly interested in the details of Lucy Maud Montgomery's early life.

From the point of view of historical accuracy, I therefore seek this opportunity of correcting a number of errors in your news report of last Sunday's memorial service at Cavendish. I can readily understand how these errors arose, as I explained to your reporter that the notes which I used were very compressed and contained many abbreviations which would not be intelligible to anyone but myself.

Most important is the correction to which Mrs. Toombs draws attention. Lucy Maud lived with her grandfather and grandmother, Mr. and Mrs. Alexander MacNeill, from her early infancy, and with but few breaks, until the death of her grandmother in 1831, (her grandfather having died in 1838). My reference to Lucy Maud's great grandfather, who was popularly known as "Old Speaker" or "Squire" William MacNeill, was that he had built the house in which the authoress spent her childhood days. She says that the house was built some time before 1842, but is not now in existence.

Secondly, when I stated that the house in which Lucy Maud was born can be seen at Clifton Corner, I meant that it can be seen from the highway. As this house has now become a private residence, I am naturally not in a position to state, as your report indicates, that it is open to visitors.

Thirdly, I did not exactly say that the Lake of Shining Waters at Cavendish is not the one to which Lucy Maud referred in her books. What I did say was that the Lake of Shining Waters of Miss Montgomery's own girlhood was at Park Corner adjoining the home of her uncle John Campbell. The fictional lake in the "Anne" books was, however, transported into the imaginative community of Avonlea which "to a certain extent" corresponds with the actual settlement of Cavendish.

Fourthly, when I stated that the imaginative life of Anne of Green Gables, and not the girlhood of Lucy Maud Montgomery, was commemorated by the National Parks Commission, I had in reference to the house now known as Green Gables. The house is intended to recreate and preserve as far as possible the environment of the delightful child of fiction, Anne of Green Gables. The monument in stone and bronze is, of course, intended to commemorate the life and work of Lucy Maud Montgomery MacDonald herself.

May I further trespass upon your space to answer a question which apparently interested a number of those present at the memorial service. I had in reference to a cup and saucer which was brought out from Scotland by the MacNeills, and which apparently dated back to about 1800. Lucy Maud refers to this item as having been given to her on her fifth birthday by her great aunt Helen MacNeill, Mrs. Alexander MacNeill.

The Poet's Corner

LOCUST SONG
This is the voice of summer; pause for a bit
In the day's long heat, while the farmer listens to it.
Shrill, and monotonous, see, it has put him to sleep
After lunch on the porch where he watched from the distance his sheep.

And his hand relaxed on the stone, and the blade of his scythe
Rested itself on the side of the house, and a fly
Buzzed noisily near and lit on his nose, and he snatched at it
While his mastiff snapped, too hot to do the thing harm.
This is the throaty voice, the drivel-sung song,
July sound and August, torpid and into September it goes while the suns red den,
And the corn stands shocked and the late bees' hoard is leaden.
But now is the locust's time to fill the air
With his insistent praise that days be fair.
—Alma Roberts Jordan.

Atlantic Provinces

(Financial Post)
Quietly and gradually certain official reports from Ottawa are using the term "Atlantic Provinces" to replace the time honored "Maritime Provinces." The entry of Newfoundland into Confederation, apparently, is the reason. It will be interesting to see whether the new description proves generally acceptable.

"Atlantic" is certainly a much more accurate description of this section of Canada. Actually, of course, eight of the 10 provinces of Canada touch salt water and are therefore entitled to the claim of being maritime. But no matter how confusing it is to an outsider, the term "Maritime Provinces" to an average Canadian has meant Prince Edward Island, New Brunswick and Nova Scotia only.

Normally one would expect some opposition to a change like this in an area so intensely proud of tradition. But loyalty is to the individual province rather than the region. In any case the name "Maritime Provinces" only came into general usage since Confederation and that event is regarded as relatively recent, and in some cases, rather dubious history by the people who look on the Atlantic.

gross abuses can and do develop in any too-free hospital service. Also that too much valuable time of nurses is wasted on reports. It would also conserve time and energy of many nurses if more consideration was directed to design of hospitals and institutions where nurses work.

Within the year a number of skilled nurses were genuinely shocked by the indifference and lack of intelligent consideration for knowledge and skill of women in this profession. The conniving and masterminding of politicians, who are in a position to make political appointments of those who are without adequate training for the job is pathetic, and these men together with their counterparts across Canada are largely responsible for nurse shortages.

Old Charlottetown

(And P. E. I.)
LEGISLATIVE TOPICS
In 1853 the Free Education Act was amended; more salaries for public services were provided, and the Currency Act made to apply to certain previous monetary operations.

The Revenue Act opened the Legislative basis in the year 1854; the incorporation of certain persons designated "The President, Directors and Company of the Bank of Prince Edward Island" led off a Free Education Act; New York, Newfoundland and London Telegraph Company privileges led off certain polling divisions; another Currency Act led off the Charlottetown steam ferrage; the Masonic Hall Company's incorporation led off weights and measures; certain Bills of Exchange being exempt, many led off the minister and church wardens of the Episcopal church of St. Eleanor's; prisoners under sentence of imprisonment with hard labor led off Prince Edward Island; the amended law of force relating to statute labour led off the Wesleyan Methodist Church; and the non-bailable processes closed the procession liberally with an abundant appropriation for the year.

—From "Progress and Prospects of Prince Edward Island," etc., (1861), by C. Birch Bagster.

P.E.I. & The Rail Strike

(Ottawa Journal)
Prince Edward Island has special problems arising out of the railroad strike, and the Island legislature is meeting next week to discuss them.
P. E. I.'s chief link with the mainland is the Tormentine-Borden car ferry service, which is operated for the Dominion Government by Canadian National Railways. The ships on this route are designed to carry trains as well as motor vehicles, and so they connect the Island's railways with the mainland system.

No ferry on this route moved for a week after the strike became effective. A privately-owned ferry service, using smaller ships, has done what it could to meet the situation, but so inadequately that automobiles had to have special permits to use it from a special government controller. Aircraft provide the only other mainland link.

On the eighth day of the strike it was announced that the union leaders had agreed to resumption of the Tormentine-Borden service. This solves the immediate problem, but offers no permanent solution. So that the ferries would not be involved in another such strike perhaps the operation of this service, vital to P. E. I., should be taken out of the hands of the Canadian National and put under the Department of Transport.

(New Glasgow News)
Ferry service to Prince Edward Island has been resumed at Tormentine and so the pressure comes off the two boats which run the Strait from Pictou County.
But the hardships suffered by the Island during the tie-up point out the right of the people of that province to continuous service. Provision against stoppage again should be included in present legislation.

In other countries' rail strikes are met by calling out the troops; that method of dealing with them was invented by a French Socialist Government, as a matter of fact. But in Canada we'd all be averse to such a means as anything but a last resort.
However in the event of a rail strike tying up the ferry to the Island again, sufficient naval mechanics should be called upon temporarily to maintain communication with P. E. I. The staff of the strike would not be allowed and it is absolutely certain that consideration on guarantees should be ignored.

Notes By The Way

The consumer is the one who frequently hastens a consumer shortage by hoarding.—Victoria Times.
No wonder childhood is a happy state. A child doesn't worry about world conditions and taxes.—Victoria Times.

To circulate a petition on behalf of peace among the citizens of Saskatoon or of any other Canadian city is like asking a hungry man whether he is in favor of eating. It's absurd.—Saskatoon Star-Phoenix.

Almost any one can get an automobile operator's permit after a rather perfunctory examination. One does not need to drive a lot to see every day a number of drivers who either do not know or ignore even the elementary rules of safe driving. Drivers of that type rather than the one who lets his car out on a straight stretch of good road with no one in front of him, cause the majority of accidents.—Pembroke Bulletin.

When good manners interfere unduly with the enjoyment of food, they should be changed. To compel men to eat ice cream with a fork, or to get the meat off a chicken with a knife and fork, is just nonsense. We believe in good manners. But too often these have been confused with some custom that arose when some peepoh of the past picked up a fork when he should have used a spoon, and others thought that was the new fashion.—Windsor Star.

The kite flying season in North India which started last month, is now in full swing. The steady evening breeze these days brings hundreds of enthusiasts to the roof tops and various parks and playgrounds to fly their kites. Nearly 300 workers are employed in Delhi alone in making well balanced kites of different shapes, colors, and size and thousands of yards of especially strong thread. The kites which are made to serve all tastes and pockets, range from small and simple ones costing only six pices (less than a cent) each to the unusually big and ornate ones costing as much as two rupees (about fifty cents) each. The season lasts for nearly three months, starting soon after the arrival of the monsoon. It ends generally in the middle of October. There will be another spell before the Basant celebrations during spring. The kite flying sport with a long history in India is not as spectacular now as it used to be sometime back. Old residents of Delhi relate tales of exciting competitions which the Delhi fliers had with their counterparts in other cities.—Indigram.

PROFESSIONAL CARDS

Matheson & Peake, Joseph R. MacMillan, M. Alban Farmer, Dr. W. R. Carson, Chas. R. McQuaid, Palmer & Haslam, John P. Nicholson, Bell & Matheson, J. S. TAYLOR, Dr. A. L. MacIsaac, H. R. DOANE & CO., McDONALD, CURRIE & CO.