

THE GUARDIAN

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Editor and Managing Director, J. R. Burnett
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"The Strongest Memory is Weaker Than the Weakest Ink."

CHARLOTTETOWN, TUESDAY, MARCH 21, 1950

Education in Canada

In an interesting talk before the Royal Society of Arts, London, recently, Mrs. Anna M. Robinson, M.A., Ph.D., Kingston, Ont., gave a brief but comprehensive picture of education in this country and the factors which have principally determined its characteristics.

The characteristics of a frontier civilization are first, an emphasis upon the utilitarian, second, the frontier version of democracy and a frontier-bred boundless optimism, and the history of our country which reveals itself in a growing sense of national self-confidence, becoming more evident in the increased study of our own literature, history and art.

Mrs. Robinson touched on the Provincial control of education which means eleven systems including the Dominion's provision for service colleges and Indians. She noted the much greater control that the department of education has over the schools than has the United Kingdom Ministry of Education.

In conclusion Mrs. Robinson urged that education must preserve and reconcile humanism and Christianity on the one hand and scientific development and the industrial revolution on the other, as well as creating a living culture in this country.

Trucks And Ferry Service

It is to be hoped before our Legislature prorogues that there will be some discussion on a matter of considerable interest and importance to all concerned in our transportation problem. This has to do with the brief which was filed with the Provincial Government by the Canadian National Railways, outlining railway proposals for obtaining highway bus and truck licenses in this Province and of operating such services in lieu of certain train services.

The significance of the Railway's application is underlined by the recommendation, made last January by the Canadian Maritime Commission, that the Wood Islands ferry service to be taken over by the C. N. R., and that a new million dollar boat be provided. The attitude of the Dominion Department of Public Works heretofore, to the requests of the operating company for dredging at Wood Islands, has been that the service was never intended to accommodate boats of the size of the "Dunning".

Why the refusal to provide adequate docking facilities for the "Dunning" on the one hand, and the insistence on the need of a still larger boat on the other? Is there any connection here with suggestions emanating from the mainland press, indicating that an effort is being made to have the service transferred to Georgetown and Pictou. This would be in line with C. N. R. policy, which does not go out of its way to operate a service between terminals where rail connections do not exist, as is the case at Wood Islands and Caribou.

If a movement of this kind is on foot, its implications should be discussed on the floor of our Legislature. The existing route places Prince Edward Island produce within twenty-four hours of Newfoundland by truck and boat from North Sydney, and large quantities of our Island farm pro-

duce moved over it last year. The route places the Island within four to five hours of the export and import facilities of Halifax, and enables our shippers to accept orders for l.c.l. quantities for export, and bring in their requirements in other than carload lots. Fresh fruits, for example, can be purchased in quantities suitable to the local demand, and placed in our retail stores within eight to ten hours of their arrival at Halifax.

A boat with even 50 per cent greater capacity than the "Dunning", operating between Georgetown and Pictou and taking ten hours for the return trip, would not move nearly so much traffic as the "Dunning", requiring only three hours for the round trip, could move to and from Wood Islands and Caribou.

Again, the shorter route via Wood Islands permits truck-loads of perishable products to arrive in Halifax about the time they would reach Pictou by the longer water route.

To be of service, the existing shorter route would appear to be essential, and larger boats at Wood Islands is not the answer. Additional tonnage of the proper type will doubtless be required once a paved road has been provided, but aids to navigation, and dredging, would permit the present boats to ply at night to keep traffic moving. This, at any rate, is the contention of the operating company, which does not rule out the prospect of obtaining another boat, of the Dunning's size, to replace the "Prince Nova", and later of putting a third boat of the same type in operation.

When the uncertainty of getting accommodation can be removed, the traffic over the route will no doubt expand quickly, and be of immense advantage to the Province. It is highly desirable that this issue be canvassed while the House is in session, and some clear-cut expression of opinion from our elected representatives be placed on record, for the guidance of all concerned.

EDITORIAL NOTES

Nineteen more days till Easter.

Producer marketing boards are the subject of discussion at Ottawa today.

The Liberal Party has had a long run of office but the eight-o'clock curfew may mean that the picture may be that a generation will arise to change the balance for a while.

Before the Royal Commission on Transportation Mr. P. C. Armstrong, economic consultant of the C. P. R. minimized the diversion of Maritime trade from North-South to East-West lines resulting from Confederation. A reading of earlier Royal Commission reports should have removed any such views.

Now that Newfoundland is part of Canada it is time to declare all waters inside a line between that Province and Cape Breton to be within our territorial limits. The Gulf of St. Lawrence is practically an enclosed water area and the present method of following a three-mile limit around the shore is quite inappropriate.

Robert Southey, English poet, died this date 1843. He was a brother-in-law of Coleridge and one of his closest friends, besides being one of the "Lake Poets". He was appointed Poet Laureate in 1813. He was also an essayist of distinction, and some of his prose earned him more praise than did his poetry, which though it showed great command of language and craftsmanship, lacked spontaneous inspiration.

According to Canadian Press, Ottawa's Irish Historical Society is a bit peeved about what it terms the "cheapening of the observance of St. Patrick's Day." "It's not that we object to humor or the odd jig," said George McHugh, the society's vice-president. "But we don't like to see the Irish ridiculed in such a manner as to suggest they are subnormal. It's the caricaturing of the national characteristics and the cheapening of the celebration of a feast day that we are opposed. Where, except on the radio or the stage, does one hear people use such expressions as 'begorra' or 'bejabbers'?" McHugh asked. "And what have pigs and potatoes to do with the celebration of the national day of a great country?" He added that the linking of the Irish with Pat and Mike and the pigsty were carry-overs from the time when opponents of Irish freedom found it politically convenient to ridicule the sons of Erin. And the society thinks the whole thing reeks with impropriety. And so say we all of us.

There's No Telling
GOVERNMENT DISPENSARY
THE ETHICS OF THIS MANAGEMENT, LIKE ITS PREDECESSORS, IS NOT TO DIVULGE THE NAMES OF ITS CLIENTS.
Treason FOR THE PALMS OF THE FAITHFUL
(FINGERPRINTS, MAYBE)
(IN ANSWER TO THE QUESTION PAPER OF STANLEY KNOWLES, C.C.F. M.P., ON PARTY PATRONAGE.)

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.

ESKIMO BOAT RUMORS

Sir.—A Water Street report in St. John's, Newfoundland, has it that the Eskimo boat as operated out of Prince Edward Island by a Crown Company, has caused untold trouble in Newfoundland by cutting the freight rates and going into small ports where no boats ever went in before with such low rates. The report goes further to add that this dumping of goods in cheaper than by way of St. John's, has made the big merchants sore in St. John's, but the biggest complaint comes from P. E. I. farmers who have to take a price for their potatoes, turnips, vegetables, etc., which has been set by this boat.

THE FEDERATION

Sir.—In reply to a letter signed Newton Voter I wonder if he be a native of the province or some one who had just recently moved in as he does not seem to understand the situation. Newton Voter would have the Federation act as an organization to take our province over. This would no doubt meet with the approval of the present government and a small minority group of dealers, and a few growers, who are dealers as well. This in itself would defeat the very purpose the Island branch of the Federation of Agriculture was organized for. The Federation consists of a large body of farmers who are united in purpose and demand action, not soft peddling, and if we are denied our just rights, the story may be quite different when the votes are counted after the next general Provincial election. This man, Voter, asked two direct questions, first who sent George McKay to Charlottetown. If the writer had the average amount of gray matter in his skull he would have had known Mr. McKay was elected by acclamation, not by the people of the Fourth District. The reason for the riding not being opposed, was that the Tories' financial resources were depleted. They were not in the meat packing business. The C.C.F. decided they could use their meager funds to a better advantage at a later date. In dealing with the second question, the boosting of G.C. to his new position, this was a choice of the Premier's, not necessarily the choice of the people, as he serves not only the Fourth District but the whole province. In closing I would ask "Voter" in future to sign his name if he is not ashamed of the party he is supporting.

FARMING & SOCIALISM

Sir.—We read with interest the letters that appear in this column from time to time and especially so of late since we, as farmers, have united with the National Federation of Agriculture, and now

Old Charlottetown

(And P. E. I.)
A CENTURY AGO

The following were among the petitions presented to the House of Assembly during the session of March, 1850: From divers inhabitants of Townships 48 and 49, praying for a general reduction of the fares chargeable in crossing the Hillsborough ferry at Charlottetown, and for free passages or low fares to those crossing on the Sabbath for the purpose of attending Divine Worship.

From divers inhabitants of Rollo Bay, praying compensation for the loss of their school-house, converted into a temporary hospital for persons affected with small-pox, in the month of January 1849, and afterwards burned by order of the Board of Health.

From divers inhabitants of Bedeque, Crapaud, DeSable and adjacent settlements, setting forth the exclusive claim set up by owners of mills, to the privilege of directing the waters of streams on which their mills are situated, for the purpose of driving machinery, whereby other parties who who erected mill thereon have been subjected to heavy expenses and loss at law; and praying the interference of the House to secure to the occupiers of such mill sites quiet and undisturbed possession.

From divers Acadian French settlers on the Crown-lands of Township 15, praying the House to use its influence with the Government to procure an extension of the time limited for the payment of their first installment of the price of their lands, and which from the failure of their crops they are unable to meet.

From William S. Macgowan, Alexander Leslie and 588 others, residents of King's County, praying a grant to erect a draw bridge across the Souris River, at or near the Ferry Point.

From divers inhabitants of Townships 37, 38 and others, setting forth the decayed state of the Mount Stewart bridge, and praying that in addition to a grant, payment of sums due to the Government by individuals in that neighborhood for seed, may be taken in timber, &c., for the repair of said bridge.

From Hugh Logan, jailor, Georgetown, praying to be reimbursed in a certain sum paid by him in consequence of the escape of a prisoner from the Georgetown Jail, owing to the insecure state of the jailyard fence.

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Notes By The Way -
Engineers have worked out a method by which one television set can operate viewers in every room in the house. Won't it be wonderful to be able to see as well as hear those singing commercials in all parts of the house? - Brantford Expositor.
There is something inexpressibly silly about the notion that communism can be warded off out of universities and similar institutions by the simple expedient of having the employees take affidavits that they are not Communists. Obviously any real Red on the premises—especially one who was planted there as a spy or saboteur—would take such an oath without hesitation, just as he would do anything else necessary to camouflage his connection with the party. - Edmonton Journal.
Congress had just approved a bill to give special salary boosts to 120,000 veterans in the Post Office. This little extra bonus will come to about \$163 million a year. This is the worst sort of pork-barrel legislation. It is not a raise for postal employees generally; non-veteran employees doing precisely the same work—and perhaps doing it better because of greater experience—receive no increase. It is not even a frank bonus to veterans generally; these raises go only to veterans who have joined the postal service since the war, not even to other veterans in Government service.
What the Congress has done is to pick out 120,000 individuals and say that they shall have special handouts from the public treasury. - Wall Street Journal.
Observe the reactions of six out of 10 women for whom a store door is held open by a man who is trying to ape his counterpart of an older and more courteous age—"the gentleman." From the six women, the man in question will
Our friends go with us as we go Down the long path where Beauty wends, Where all we love foregather, so Why should we fear to join our friends?
Who would survive them to outlast His children; to outwear his fame— Let when the Triumph has gone past— To win from Age, not Time, a name?
Then do not shudder at the knif That Death's indifferent hand drives home; But with the Strivers leave the strife, Nor, after Caesar, skulk in Rome. - Oliver Gogarty

Alike in their liking for OLD CHUM
Like FATHER... Generations of fathers have enjoyed OLD CHUM'S mild, mellow flavour... the never-failing smoothness of its slow-burning tobacco.
Like SON... Sons too, have been quick to appreciate OLD CHUM'S cool freshness... the abiding comfort of a friendly tobacco that always smokes evenly and easily.
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CUT COARSE FOR PIPE - CUT FINE FOR ROLLING YOUR OWN

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