

THE CHARLOTTETOWN GUARDIAN

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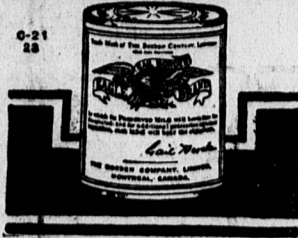
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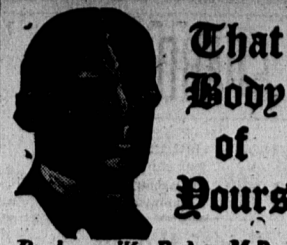
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The Public Forum

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinion expressed by its correspondents.



By James W. Borden, M.D.
WHAT GOOD IS THE SKIN?

Another View of Transportation

Sir,—I have read Captain Read's letter in your issue of the fifth inst. I have also given some consideration to the representations recently made to Sir Henry Thornton by the representatives of the Charlottetown Board of Trade on our transportation question and the hindrances, that stand in the way of a flourishing tourist trade. Both of these parties have in my opinion been shooting wide of the mark.

The representative of the Board of Trade dwells strongly on the desirability of having a Pullman car attached to the express to and from Charlottetown while Captain Read rises in defence of the service as it is without suggesting the least improvement. The attitude of the latter is characteristically bureaucratic and occasions no surprise.

I agree with him however that at any rate during the tourist season the train should not be taken across in the boat.

I also agree with the Captain that if during the tourist season a train runs through from St. John to Tormentine and vice versa without change with a comfortable chair car attached, we have no reasonable ground of complaint. Our trains are being all night trains there appears to be neither reason nor necessity in calling for a Pullman service.

I further agree with the Captain's contention in a letter published last spring that there is at present no good ground for the demand for a second car ferry steamer.

I am convinced that the Board of Trade has all along failed to grasp and lay its hand on the real difficulty and cause of our complaint. I do some travelling and I am satisfied that travellers have little or no fault to find with the absence of a Pullman or the necessity of leaving the train for the steamer or vice versa. But they do protest most vehemently at the long and unnecessary delays occurring on that part of the journey between Sackville and Charlottetown and especially between Tormentine and Charlottetown. These delays happen so frequently and are of so protracted a nature the conviction has become general that the train hands must be paid for their accomplishment. Mr. J. J. Hughes, M. P., for Kings, in his place in Parliament made the serious charge against railway employees of loafing on the job. It is undoubtedly a common occurrence for an express train without any reason that any official can explain to lose one and two hours between Sackville and Charlottetown. Although this is well known, yet when Sir Henry Thornton comes here on summer, the Board of Trade can summon the courage to tell him what our grievance really is and the true cause of our complaint. Things have got so bad that our transportation service has become a by word and a reproach where'er known. The remedy is quite easy if proper steps be taken to discipline and punish those responsible. The management has no right to shirk its duty. An example need only be made once to effect a cure. I never yet travelled on this train between the points mentioned without experiencing annoying delays more or less protracted. When one is compelled to wait a half or three quarters of an hour at a station, where five or ten minutes should suffice to see the conductor chaffing and gossiping with the frequenters, he feels thankful that he still has with him some of the patience of Job. I crossed from Tormentine one night last summer. The train came there half an hour late. If no further time had been lost she should have reached Charlottetown at 11.20. As it was Charlottetown was not seen till half past one. There was nothing in the circumstances to explain or justify the delay. The steamer had to take over five autos on flat cars, the baggage and postal car and a fairly large number of passengers, but no crowding. While several tracks leading to and from the boat there should have been little difficulty in shunting them in at Tormentine and out at Borden. With ordinary efficiency this should have been done almost as quickly as the passengers passed from the train to the boat or vice versa. I should say in about ten minutes. As a matter of fact the boat did not leave Tormentine till three quarters of an hour after the arrival of the train. At Borden the delay was even longer. The last auto car was not out of the boat until the lapse of three quarters of an hour after its arrival. It was a full hour after that arrival before the train pulled out from Borden. I don't mean to suggest that it is as bad as this every night, but it happens so often that the trip from Sackville to Charlottetown and intervening points has become an irritation and misery to all travellers. Some with small children weary and anxious to reach their journey's end receive no consideration. There can be no new life infused into the tourist or any other traffic until this phase of the transportation question is attacked and mastered. I shall deal with Captain Read in my next.

I am Sir, etc.,
TRAVELLER
Nov. 5, 1923.

In for addition to the initial exorbitant average cost of \$1,885 a what the province must now pay mile.

THE TECHNICAL SCHOOL.

The Agricultural and Technical School is now open and the classes are being organized for what it is hoped will be a successful winter's work. The enrolment in the agricultural department is somewhat less than average, due probably to the fact that farm work is much later than usual. The night classes however are well filled and present indications are that these will be crowded.

The benefits of vocational training are now recognized the world over and the schools in all the principal cities are provided with necessary equipment and trained instructors for the work. The Charlottetown Technical school has excellent facilities for instruction in all lines of vocational work and the instructors are well qualified and anxious that every advantage be taken of the opportunities afforded in all the departments.

The government as well as the instructors are anxious that the school be given the best possible opportunity during the present winter and to make such improvements or changes as experience may dictate with a view to giving the province the best possible service for the money expended. The night classes have proved a great boon to young people who need a brushing up in studies neglected during their school days and it is gratifying to find that the interest in these is increasing as is indicated by the enrolment for the term now opening.

The vocational and agricultural classes will be found to be of great value to our young and prospective farmers, and it is hoped that all who possibly can will take advantage of the course now opening.

Class work, competition and the many opportunities to be found in co-operating in efforts of mutual interest will be an incentive to striving and betterment and the larger the attendance the greater will be the incentive to work. There is much of value to learn in connection with all the work, mechanical, agricultural and otherwise on the farm. This school is designed to give instruction along these lines and we strongly urge that the opportunities it affords will be taken advantage of.

commerce by customs imposts, says the Gazette, apart entirely from its constitutional aspect, is indefensible upon any common sense ground. If the Department of Customs finds its freedom of action restricted by formalities—whatever their nature or origin—so that Canadian products passing from one point in Canada to another must be taxed as foreign commodities, those formalities should be promptly set aside. The present attitude of the department is inimical to the development of Canadian trade, and the operation of the tariff is being made to serve a purpose diametrically opposite to that for which it was intended; the Canadian manufacturer is, in this instance, placed upon the same tariff footing as his United States competitor. The Government has had what ought to have been an educative experience with its lake freights legislation, the effect in that case being to bring about a condition exactly opposite to that for which the law was passed; late rates, instead of going down, went up, and only when the law was repudiated did these rates come down to a normal level. Mistakes of this kind are bad for the trade of Canada, and they serve to bring the law itself into contempt. The application of the Canadian tariff against Canadian products is equally unreasonable and obstructive, and the fact that a simple remedy is available renders the course of the Government the less easy to understand.

PHYSICAL DRILL FOR GIRLS

We are pleased to learn that the Young Women's Christian Association has secured Prince of Wales College Hall to be used by the young women of the city for calisthenics, games, physical culture. The physical instructor of the College, Mr. Earlam, has kindly consented to act as instructor and the classes will open next Saturday at 3 p. m. The fee is a nominal one, a dollar, payment of which gives the members all the privileges of membership in the Y. W. C. A.

This move is an excellent one as heretofore our young girls have had few opportunities for necessary physical culture. It is hoped that our girls will take advantage of this excellent opportunity. The hall is spacious and in every way suitable for such games and exercises as are necessary for health and enjoyment. It is a most fitting use of the college hall which is admirably suited for the purpose, although hitherto not as generally used as it might have been.

TAX MAD

Evidently the King Government has become tax mad. The latest is an import duty on goods shipped from Toronto to British Columbia. A Vancouver firm has been called upon to pay a duty of thirty-five per cent., plus the sales tax upon a shipment of aluminum utensils shipped from Toronto via New York and the Panama Canal.

Just by what method the Canadian Customs law and the North America Act have been interpreted by the King Government to give it the power to impose this duty upon Canadian goods, manufactured in Canada and sold by a Canadian firm to another Canadian firm and for Canadian consumption, passes all Canadian understanding, and throws us back upon that never failing reason "necessity knows no law." The King Government needs the money.

The Vancouver Sun very properly and very vigorously protests against a ruling which it regards as restrictive and unjust besides being contrary to the provision for free inter-provincial trade.

The Montreal Gazette takes up the cudgels for the Western Province and registers its protest also against the ruling.

The taxation of inter-provincial

THE ROADS

The difficulty of re-making roads after the first of October if this province is being experienced wherever such has been attempted during the past month. Some of the roads, neglected during the past three years, were in such a condition that some repair work was absolutely necessary, and considerable temporary work has been done. Generally speaking, however, even with such repairs as have been done the roads are anything but creditable and the greater part of the road must be left as it is till spring. This is regrettable but will prove a valuable lesson for the future.

Road-making in this province must be done in the early summer and repair work must be continuous during the summer. Neglect of this during the past three years is what the province must now pay mile.



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Notes By the Way

Much has been said from time to time in this column and in other columns of this journal in praise of the Carferry and now, after a week's meditation, Captain John L. Read finds something in these notes which apparently grieves him greatly. Even in the Guardian of Monday last, which contained his grievous complaint, he might have read the statement that the Carferry has been a great boon, relieving former disabilities and losses. This was written and in type hours before Captain Read's letter was received by The Guardian. It is in this spirit that we have always endeavored to discuss both the Carferry and transportation in general. If criticism has been offered it has always been in the hope of effecting some improvement.

Captain Read objects that we should say the Carferry must needs be laid up for two months after her hard winter service. This was approximately true in the earlier years of the Ferry service. Even during the past two seasons, when for well known reasons the steamer was brought back before all the necessary repairs had been completed, Captain Read admits that she was off the route one year from May 8th to June 2nd, that is 25 days, and the next year from May 2nd to June 14th, a period of 43 days. These breaks in the service Captain Read's accurate mind and pen set down as "about three weeks each year!"

lists will no doubt read it and thank kind Heaven for what they escaped by giving the Carferry route the go-by. And pity and commiseration must be extended to the high officials who make the trip in a hermetically sealed "thermos bottle," which ordinary mortals pine to enter but dare not!

These ordinary mortals wonder why one or two passenger cars are not brought over as they were led to expect would be done before the Ferry was opened. They are also desirous to come across, that way, if only once, in order the better to realize how much our great men are willing to suffer for their country. It is not likely that many of them could endure the hardship, in which case one car would be quite sufficient for any trip thereafter. They are also led to wonder why our great men dare to make the venture, in view of the frightful experiences which Captain Read has so graphically described as inevitable.

"Why the complaint against showing your transportation ticket?" asks Captain Read. Why does Captain Read in this connection speak of "this bit of graft?" That was a purely gratuitous imputation and imputation on his part. We certainly had no such thought, but were dealing with the delay and trouble as the business

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From the burnished cloud-vault falls.
Let's go in the morn, 'ere the day is born,
'Ere the wheels resume their roar;
We will drink the air, in its freshness, where

The wavelets ripple the shore.
We will romp and run, like the boys, in fun,
We'll welcome the light pursuing the night,
While we breathe ozone from the land.

—Edward Meek, K. C.

(Continued on page 6)

Daily Selections FOR Guardian Readers

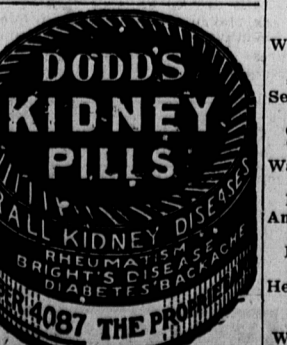
DEWY DAWN

At the early dawn, 'ere the night is gone,
While the dark steals softly west,
Let us view the lake, 'ere the breezes wake
All the fretful waves from rest.

We'll wait for the sun till his rise—
—began
Away in the murky east—
Sends the molten flow of his burning glow
On the morning mists of feast.

Watch the circling gulls, and the resting hills
Be light by his sweeping brush.
And the distant hills, with their dewy rills,
Re-kissed with a crimson blush.

Hear the birds that fly in the red'ning sky,
Exchanging their frenzied calls,
While the joyous thrill of their cherry trill



It is a terrible picture that Captain Read draws of the horrors to which passengers would be subjected if one or two cars were brought over daily and they were permitted to ride in them hot, stuffy cars, temperature on the car deck 120, every other day nothing but a cloud of coal dust settling over everything, women's and children's clothing in a mess and captain and crew kept in hot water! It reminds one of the horrors of the middle passage in the days of the slave trade, or even of Dante's Inferno. Intending tourists

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