

THE CHARLOTTETOWN GUARDIAN

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ENFORCE THE LAW.

During the present summer a number of accidents have occurred on the streets of Charlottetown and on the roads throughout the province. No doubt one cause of the increase in accidents is due to the increase in travel; there are more automobiles and more carriages on our roads today than ever before and as long as horses and men retain their horse and their human peculiarities, accidents may be expected. But unquestionably most of the accidents are due to wanton disregard of our traffic regulations while street accidents to children are very often caused by the children's own carelessness.

Our traffic regulations are openly and even defiantly disregarded even before the eyes of the police and while this is so accidents must necessarily be expected. All vehicular traffic is supposed, according to the regulations, to take one side of the street while proceeding in one direction and on the other side when going in the opposite direction. How is this regulation observed? Teams with loads, draymen, carts, carriages, automobiles take the middle or the wrong side of the street indiscriminately; they cut diagonally across corners and not one of the offenders is even warned by the police. Only occasionally does the driver of an automobile or carriage indicate by an outstretched hand the direction he purposes taking on turning a corner and only occasionally also does the driver of an auto signal his approach at a crossing. Besides this far too many autos are driven along the streets at a speed which takes no account of danger to their occupants or to others.

This open disregard of law and of the rights of others is simply a training in law-breaking and its consequences are more far reaching even than the maiming or killing of those who happen to be in the way. It creates a wholesale disregard of all law and is more accountable than many think for the general law-breaking which we so often hear deplored.

The full responsibility of all this

Current Comment

Not long ago the good people of Montague caused an expression of their appreciation of the splendid work being done by the Red Cross nurse, in her school inspection work, to be published in the press. They evidently opposed to the practice of reserving their floral wreaths to decorate the graves of those they wish to honor. The summer holidays are near at hand and it will be the pleasanter for their recreation and outings, if those who have labored in the public service can carry with them whatever tokens of appreciation their devotion entitles them to. In the work being done by Miss McMahon, under Red Cross auspices, we have a system of inspection vastly different, and much more in line with requirement and utility than in any of the so called inspections, or fads called inspection, of the past. It has been too often the annoyance of impoverished parents to have their children come home from school, with a declaration that the Doctor had been there, and with a document in their hands prescribing a routine of investments in gold teeth, medical operations and treatments which in those days were absolutely beyond their financial reach, and to many appearing as a conspiracy to enrich the operators rather than help or benefit the family, and to scare them into sacrifice if able, or to miserable apprehension if otherwise.

Not been the method of Red Cross visitors, has been circumstances and to help and (less attractive) food, the children will now take it with considerable of gusto and apparent

rests upon the police and the police magistrate. It is the duty of the former to promptly report every violation of law that comes within their observation and it is the duty of the latter to prescribe legal and adequate punishment.

OUR FISHERIES.

The lobster catch this season is going to fall below the average in quantity and this with the very considerable falling off in price is going to make our lobster harvest fall far short in actual value.

While this is regrettable, and very hard on our fishermen, it is not an unmitigated evil. One of the causes for the low prices abroad was the fact that much of last year's stock had been carried over and dealers naturally wanted to realize on this before adding more stock. There has been an over supply and consequently the demand fell off. The short crop this year will help to restore the balance and better results will be looked for next season. Besides this new markets will be opened in Europe which have been closed because of the war.

Present indications are that what has been lost through shortage in the lobster business will be made up in quantity—at least in mackerel. This valuable fish has struck in very plentifully and earlier than usual in some parts of the Gulf and on the coast of Nova Scotia. We learn that at the western end of the island and on the northern New Brunswick shore very large catches have been taken and no doubt within a week or ten days they will be found in good quantities around the Island generally. As to prices there is as yet no assurance of a heavy demand. The slump in the European market has affected prices here to a very considerable extent and the authorities on the subject are reticent in prediction as to what the prospects are.

Cod fishing is complained of also and in this too the stocks carried over from last year will affect prices so that altogether our harvest from the sea this year is likely to be below the average in value.

adverse condition of health which almost any household can conveniently follow. Most important of these is in the splendid instructions given to children in regard to diet. Johnny is told that he is six pounds under weight for a lad of his age and build, and he is further told how to get to work and put on that necessary six pounds of flesh. Billy is advised on the other hand that he has five pounds too much flesh to indicate the most healthful of dimensions, and the exercise necessary to conform to this and to reduce the needless weight is given. Another is told that his body is normal and all right but the muscles of his arms want development, and the content of inspection vastly different, and much more in line with requirement and utility than in any of the so called inspections, or fads called inspection, of the past. It has been too often the annoyance of impoverished parents to have their children come home from school, with a declaration that the Doctor had been there, and with a document in their hands prescribing a routine of investments in gold teeth, medical operations and treatments which in those days were absolutely beyond their financial reach, and to many appearing as a conspiracy to enrich the operators rather than help or benefit the family, and to scare them into sacrifice if able, or to miserable apprehension if otherwise.

Not only this but it is being given in a most effective way. Noticeably the children are taking stock in what they are told, and are entering into the general competition with one another in following the prescribed formulas. Miss McMahon has evidently captured their confidence, to the extent that they accept as a close approach to gospel all that she tells them with regard to the methods of attaining good health. The child that would under ordinary conditions turn up the nose at a plate of porridge will now willingly eat it, because she recommended it, so also in regard to the strengthening though often plain and (less attractive) food, the children will now take it with considerable of gusto and apparent

THE PUBLIC FORUM

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

RAILWAY ECONOMIES

Sir—Your editorial of even date, under heading "Railway Economies" is misleading to the Public and I would thank you to give me the following space in your valuable paper and make whatever comment you like in regard to it remembering the ship's log books will prove or disprove everything said on either side of this question.

When reductions are made, in nearly every case some one must suffer, why not J. N. McKinnon as well as myself, why should a rate of the Railway Service be broken to let one man retain a position when it puts another man out of a job?

You state, "The Railway Department has taken over the Car ferry Service previously carried on by the Marine Department." What happened was that the Marine Department operated the Car ferry Steamer P. E. 1, to assist the G. S. "Stanley" keep up the Winter Service in the Winter of 1915-16 and after that the Railway continued to operate the year round, or in other words, took the Mail and Passenger Service out of the hands of the Marine Department.

I was an officer in the "Car ferry" before Captain McKinnon ever saw her and helped bring her around from Halifax. In Nov. 1915 J. J. Marchison was appointed Master, T. B. Kelly Chief Mate, A. B. Paquet 2nd Mate and myself 3rd mate by the Railway and on the 6th, of Dec. 1915, Paquet and I went to join her and helped bring her to Charlottetown where she was turned over to the Marine Department on the 12th, of December.

Had she remained in the Railway Service Paquet and myself would have been promoted under the Rules when T. B. Kelly failed to join the ship, but we were kept in the dark about the matter till after the ship was taken over by the Marine Department and Mr. McKinnon was put over our heads.

Referring to Capt. McKinnon you say, "His position as First Officer being assigned to a junior who happens to be a senior in the "Service". Also, "The senior had been six

months longer in the Railway Service", that is, in the Car ferry Service than Capt. McKinnon had been although the latter had been continuously in the Marine and Railway service for the past ten years.

This is not only misleading, but untrue. Both Mr. Paquet and myself were appointed Officers on this ship by the Railway Department in Nov. 1915, and brought her around from Halifax on the 9th, of Dec., while Mr. McKinnon joined the ship for the first time on the 17th, Dec., just five days after she had been taken over by the Department of Marine.

Instead of our being 6 days his senior in the Railway Service we are just 145 days his senior, we having entered the Railway Service on the 6th, Dec., 1915, and Capt. McKinnon on the 1st, of May 16 surely some difference. The part of the foregoing quotation which is so misleading is this, "although the latter (Capt. McKinnon) had been continuously in the Marine and Railway Service for the past ten years."

This is a deliberate attempt to make it appear that we are almost new in the Government Service but for your information as well as the General Public that have read your Editorial I wish to point out that both Mr. Paquet and myself were in the Government Mail and Passenger Service years before Mr. McKinnon, and even allowing him to count all the months he was engaged in the lighthouse and buoy service it will still leave Mr. Paquet his senior as far as continuous service in the Marine and Railway Service is concerned.

You further say, "Promotion by right of seniority is strictly correct", to this point we all agree but when you add, "but when one Service has been taken over by the other as in the case of the Car ferry seniority should be decided by right of continuous service."

Now it all depends on what service was taken over, if this argument is to be used it only makes things all the more clearer from our point of view. If the lighthouse and buoy Service was taken over by the Railway then Captain McKinnon might possibly be senior to us, but this was not the case at all, anything is was the Winter Service, that was taken over and as I said before we had seniority of from one to three years over Captain McKinnon in the service.

I am sorry to see any person lose his job, but at the same time I cannot allow Captain McKinnon to give out reports broadcast regarding me without giving you the facts. It may be an injustice to Captain McKinnon to be reduced, but both of us so called junior officers have been suffering under an injustice from the time he was put over our heads on the 17th of Dec., 1915.

I am Sir, etc. JOHN MACLEOD.

Others' View Points

The Future of Medical Science.

(London Times)

Sir James Mackenzie, lecturing at St. Mary's Hospital, might have taken "Prevention is better than cure" as a text roughly descriptive of his theme. He called attention to the fact that most of our present-day research is devoted to elucidating the nature of disease when the disease is already established in the body of its victim. We deal with broken down organs, but the future will advance from that study to the study of the period before the organs begin to break down—the period of hope. This early period, this so far undiscovered country, is, Sir James contended, the place where research will best reward those who pursue it.

Taking Chances.

(Bristol News)

The Tonbridge girl, who was selected by ex-Councillor Donald Clark out of 2,000 applicants as the bride-elect of a wealthy Canadian farmer, expects to sail for Canada in a few days. She accepted his proposal of marriage after some correspondence had passed between them. Many letters have been exchanged, and the girl has received several costly presents from her suitor. He has given her mother 2,000 shares in an oil company.

It will be recalled that last year, during Mr. Clark's mixed bathing crusade, he received a letter from an admirer in Canada, who, himself a widower, wanted to marry an English country girl of about 18.

At the Age of Sixty-Five.

(From the Toronto Star)

It is said to have been determined by the Federal Government to retire all men in the Customs and Inland Revenue Departments who are over sixty five years of age. This is a serious decision for the Government to make, and we hope the matter has not passed the stage where further discussion of it will be useful. Some men are old at sixty-five, but many are not. Is there anything in the service which men perform for the Government which ages them sooner than they are aged in other walks of life? In other walks of life men at the age of 65 are frequently found to be at the height of their usefulness. The Kingston Standard gives some instances. Sir Wilfrid Laurier was in active politics at 78; Hon. W. S. Fielding is 73; Sir Robert Borden is 67; Sir Edmund Walker, head of the Bank of Commerce, is 73, and Sir John Aird, the General Manager, is 67. Among the leaders of the churches, Cardinal Begin is 81, Archbishop Matheson is 69. Rev. C. W. Gordon is 62; Rev. Dr. Chown is 68. Sir W. R. Meredith is 81; Sir William Mulock is 77; Colonel George Taylor Denison is 71; Chester D. Massey is 71. And so it goes. Sir

CHURCH UNION

Sir—The Union Committee of which I was a member unanimously recommended to the General Assembly a comprehensive and constructive program of co-operation with the Methodist and Congregational Churches and asked the Assembly to express its mind on the two policies of organic union and co-operations. The resolution which was moved by Dr. Clark and which declared in favor of the consummation of organic union "as expeditiously as possible" and the amendment moved by myself which declared that the Assembly should not proceed at any time to organic union without a clear and unmistakable mandate from the people and which favoured cordial co-operation with the members of all other Christian communions were both amicably submitted to the Assembly by the Union Committee and Dr. Clark and myself were appointed by the Union Committee to sponsor them respectively. The Assembly in deciding by a large majority in favour of the motion set its face towards organic union as the desired goal but did not commit itself to any attempt at the consummation of the organic union in the immediate future. As a matter of fact, the action of Assembly involves that the consummation of organic union is indefinitely delayed. After having declared its mind in favour of the principle of organic union and its consummation whenever the time may ripen for it, the Assembly proceeded to adopt a number of resolutions sent to the Union Committee which by its unanimous approval all of which provided for a larger measure of co-operation with the negotiating churches. These resolutions are in complete harmony with the amendment and had the unanimous support of the Assembly. The only point on which the Assembly divided was on the question whether organic union should be the goal or whether co-operation on its own merits should be the policy of the Presbyterian Church. There is absolute unanimity that there will be no coercion in favour of organic union, but that those representing both sides of the question will heartily support in the meantime the closest possible co-operation among the three communions. Our unionist friends are confident that this cordial co-operation will inevitably lead to organic union; some of us are inclined to think that co-operation may solve our pressing problems and render organic union unnecessary. But we both agree to await patiently whatever relation may have in store for us.

What the Assembly set itself to do was to preserve the unity of our own church in the East and to make provision for meeting the needs created by the so-called Union churches which have sprung up in New Ontario and Manitoba and Saskatchewan. It was felt by

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Joseph Flavell and Mr. D. B. Hanna may seem almost like young men, yet they are 63 and according to this rule would be regarded as having only two years of usefulness left. The Standard quotes the words of Cicero concerning old age:

"The great affairs of life are not performed by physical strength or activity or nimbleness of body, but by deliberation, character and expression of opinion. Of these old age is not deprived, but as a rule has them to greater degree."

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KEEP A GOING If you strike a thorn or rose Keep a Go! If it hails or if it snows Keep a Go! 'Tain't no use to sit and whine When the fish ain't on your line Bait your hook and keep on tryin' Keep a Go! If the weather kills your crop Keep a Go! When you tumble from the top Keep a Go! S'pose you're out of every dime Gettin' broke ain't any crime Tell the world you're feelin' prime Keep a Go! When it looks like all is up Keep a Go! Drain the sweetness from the cup Keep a Go! See the wild birds on the wing Hear the bells that sweetly ring When you feel like sighin'—sing Keep a Go!

A thought for today BY HYNDMAN'S THINKER PROTECT YOUR SELF RESPECT BY PROTECTING YOUR FOLKS Protect your folks! LIFE INSURANCE Hyndman & Co. LIMITED PHONE 67 61 QUEEN ST. CHARLOTTETOWN, P.E.I. The Oldest Insurance Agency in P.E.I. June 11, 1921.