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"The Strongest Memory is Weaker Than the Weakest Ink."

THURSDAY, APRIL 25, 1946

Dr. Peacock Hits Out

Truth hurts at times, but surely it was unnecessary for Dr. Fletcher Peacock of New Brunswick to tell our people that "over there" the "scrubs" of the population were left at home, though he did qualify the assertion by pointing out that it was "the scrubs" that built up the province, and not the politicians and millionaires who left the Province for their own good. It has been our contention all through the years that too much is made of the "success" of Maritimers abroad, and not enough of the success of those who stay at home, adding to the employment, industries, and prosperity of their native provinces. Locally, for instance, much more credit is due to our successful farmers, potato exporters, stock breeders and fishery interests, to our wool mill, fertilizer, butter and ice cream and sundry other factories, which provide means of livelihood to our people, than, say, to successful bankers, lawyers, and politicians who forsake their native soil, and devote their ability and energies in developing fortunes for themselves in other parts of the world. Ill fares the land, we are told, where wealth increases and men decay, but still worse is the land where wealth does not increase and men and women emigrate to earn a livelihood. The first duty of the government of any country or province is to provide the means whereby a decent and more-or-less secure livelihood may be obtained by the average boy and girl leaving school to begin life as a bread winner. Dr. Peacock did well to point out that the exceptions of "successful Maritimers abroad" whom he named were not representative products of that province, to be envied and held up for emulation, but rather as examples of what the Maritimes lost by allowing them to emigrate and apply their resourcefulness to furthering their own rather than their province's interests.

General Hornby's Plan

Many of our readers will remember Brigadier General M. L. Hornby, of Lethbridge, Alberta, who visited here on more than one occasion and whose championship of a far-reaching plan of immigration before the war was advocated with much zeal and ability. General Hornby has written another pamphlet on the subject, "Canada and Post-War Immigration", in which he emphasizes that increased manpower has not only become desirable but absolutely necessary if we are to justify our occupation of this immense territory and our ownership of so much developed and natural wealth. We must, he insists, do more than exploit it for the use and enrichment of a mere twelve million people.

One of the author's strongest arguments in favor of immigration of the right kind, is our burdensome taxation and debt. He cites the obvious fact that the most effective way of meeting these obligations is to spread them over a larger number of persons—"bring in new people to share our tax burdens, provided they can become effective taxpayers; that is to say provided they can be "settled" in such a way as to be self-sustaining and to make their contribution to the maintenance of the nation's governmental expenditures."

In past years, much of our national expenditures — Federal, Provincial, railway, public service, etc., were made with the objective in view of a population double what we have at present. It is hardly possible to estimate what the shutting down of immigration in 1929 cost Canada in lost tax contributions, in lost railway traffic, lost contribution to public utilities, etc.

The writer's objective is to build up a population of 25,000,000 in Canada. British immigration, he says, is desirable in particular in order to balance the immigration of people of other nationalities with different qualifications for citizenship and different claims on our hospitality, and of still other nationalities, which for international and political reasons we decide to admit to the Dominion. The population of our Prairie Provinces is at present around 50 per cent cosmopolitan. If we resume general immigration we should balance this by a corresponding British increase; in other words we should bring in one British immigrant for every immigrant of some other nationality brought in.

In respect to their requirements of British immigrants, Australia and New Zealand are in a different position to Canada. Their present populations are almost entirely British; they can afford to intermingle a few millions of people from Continental Europe without compromising their British outlook and way of life.

Settlement in Canada of British immigrants by communities according to the "Hornby Plan" is advocated, as described by the author in his various pamphlets published from 1932 to 1939, with one exception—the source of the necessary finance; this modification being necessary owing to changes in the financial position of Britain as a result of her war expenditures. At the present time, in contrast to the decade before the war, Britain cannot afford to give any large measure of financial support to Empire migration. The Empire Settlement Act is still on the Westminster Statute Book, but its fifty-fifty provision can hardly be carried out now. The Dominions themselves will have to provide the necessary finance for British immigrant settlement. This can be done very largely by loans, secured and recoverable, partly on a short term basis as in the case of advances for initial living expenses and purchases of equipment, and partly on a long term basis, as in the case of houses, land, and such like items.

In view of the great amount of assistance now being given by Canada to Britain to aid her reconstruction and feed her people, General Hornby suggests that the time is favorable for Canada to place the whole matter of British immigration to Canada before the United Kingdom Government.

In conclusion he argues that the problem of adequate provision for our own returned veterans in the Canadian economy cannot properly be solved except by putting into effect a policy of large scale immigration and immigrant settlement.

—EDITORIAL NOTES—

Feast of St. Mark.

* * * *

As Russia has three votes in U. N., the decision by 8 to 3 to turn down her appeal in the Iranian case, means that the assembly was unanimously opposed to her.

* * * *

The San Francisco Conference to frame a world organization for enforcement of peace opened this date 1945; 46 Allied Nations were represented, Mr. Eden leading for the United Kingdom, and Mr. Molotov for the Soviet Union; it refused the request of U. S. S. R. that the Polish Provisional Government should be represented; it granted U. S. S. R. three votes in the proposed U. N. assembly.

* * * *

While poets are born not made, it is the reverse with industries; they are the outcome of the initiative, resourcefulness and energy of some one or more individuals who put their hearts into their work. The success of the Central Creameries, now celebrating 25 years of prosperous existence, is a case in point. Mr. J. Percy Simmonds conceived the idea, went to it with determination, kept at it even when prospects did not look too roseate, and now today he heads one of the best known and popular butter and ice cream factories in the Maritime Provinces. Wherever quality counts for most, the "Perfection" in these two products may be found.

* * * *

Today the medical social worker is supplanting the nurse in many instances and will continue to do so unless nursing courses are modified and enlarged to include a considerable amount of psychiatric training in the handling of patients with functional disorders, Dr. T. E. Dancey, told the Alumnae Association of the Montreal General Hospital School for Nurses, at a meeting held over the week-end. Dr. Dancey pointed out that he was not accusing the social worker of being over ambitious but it "is a fact that the nurse is being ousted from much that is her natural field, and the fault lies with the nursing profession." It seems logical that the nurse because of her general training should be the chief assistant to the psychiatrist in most instances, he continued. "Were that so there would be less danger of the psychiatrist being looked upon as a crystal gazer which unfortunately occurs."

* * * *

Mayor Earle MacDonald is nothing if he be not candid. His address at the Teachers' Federation gathering will find an approving echo from thinking people from one end of the Province to the other. What is needed most of all is good teachers in our rural schools. When we write "good" we mean well qualified educationally and as leaders and directors. In the old days when men like the late Sir Wilfrid Sullivan, Sir Andrew MacPhail, the Hon. John A. Mathieson, Mr. D. K. Currie, taught school they were the centre of light and leading in their communities, and not only imparted knowledge in the school house but on the platform as well. They were educators in the real sense of the word, and went after boys and girls "o'pairts" even after their parents took them from school, helping them to continue their education. We cannot get men of that calibre today at the salaries we pay rural teachers, consequently the Province suffers, and we have results which the Mayor ennumerated in his address. As a High School, P. W. C. does not fill the bill as it should, and this is largely due to the fact that preparatory work in the elementary schools is not of the quality to ensure success of their pupils when they come to seek higher education.

* * * *

A new electric iron with which correct temperatures for use on a number of fabrics are obtained by dialling, is now in production in the United Kingdom. One of the special features which make this model outstanding in the development of "controlled heat" ironing is its untarnishable soleplate. This is hot right to the outer edge, glides smoothly over the material and is specially shaped for ironing round buttons or over pleats. The unbreakable body is finished in primrose, vitreous enamel and the bakelite handle is heat resisting and heat insulating. The heat is controlled by a calibrated adjusting dial fixed on top of the iron and marked with appropriate positions for rayon, wool, silk, cotton and linen. The iron can be simply and quickly adjusted to give correct heat according to the nature of the material to be ironed. A signal lamp is built into the handle of the iron and is thermostatically controlled. The signal glows until the required temperature is reached, then switches off and operates again when the temperature begins to fall. The iron weighs approximately five pounds with a nine foot lead, is nine inches long, four and a quarter inches wide and four and a half inches high.

Notes By The Way

With homes in the shape of hemispheres, and new motorcars more streamlined than ever, life becomes definitely crowded unless one's forehead recedes. —Winnipeg Tribune.

It is not the change to Canada Day which upsets us, as the suspicion that it is all a move of some kind to break away from the Empire. —London Free Press.

"There is a garden in her face, where rose and white lilies blow", wrote Thomas Campion more than three centuries ago. The poet must have meant to write "on her head" just after his prophetic vision of this Spring's new hats. —St. Louis Post-Dispatch.

It makes a big difference how one attends church. If one goes with the zeal of a prospector seeking treasure that is vital to his life, if one goes with an open heart, a seeking receptive mind, a friendly, helpful attitude towards those others who are also seeking, the reward is beyond price. —St. Thomas Times-Journal.

During the tense interval after Pearl Harbor, a milk bottle containing a piece of water-soaked paper was fished out of the Pacific Ocean. The writing was too faint to be deciphered, but it was plainly a case for the FBI. Various tests were made and various acids applied. At last six words stood out clearly. They read: "Two quarts of milk, no cream." —Coronet.

According to a release from the United Kingdom Information Office some wizard in that country has developed a machine which, it is claimed, will do more for the housewife than the tractor has done for the farmer. It is an automatic electric gadget that washes both clothes and dishes — separately of course. It is only two feet square and three feet high. One kettleful of hot water will hang a brilliant shine on a dinner service for six people. Similarly, eight pounds of clothes can be washed, double rinsed and dried in 30 minutes say its markers. Now if some genius will add a knob or two which will make it possible to chuck the family pooch into the gadget for his bath and return dry him in 30 minutes, plus a tray for cleaning spinach, this is the postwar washer for our money.— Winnipeg Tribune.

When the Nazis were in power, German soldiers assigned to patrol the Swiss border made no effort to conceal their contempt for the stolid men facing them across the barricades. One day they handed across the barricade a handsomely wrapped box addressed to the Swiss commanding officer. The Swiss were not surprised to find the contents of the box to be fertilizer. Next day, a similarly handsome box was presented by the Swiss to the German commander, who grunted about Swiss lack of originality and turned it over, unopened to an orderly. The orderly returned shortly, amazement on his face. In his arms was the package containing a large platter of golden Swiss butter. The enclosed card read: "The ceremony you have initiated is altogether proper. Let us continue to send to each other the best from our lands." — Empire Digest.

The melancholy parade of famous war vessels to the shipbreakers' yards continues. Latest to go are the twin battleships Nelson and Rodney. Younger than some of the others recently ordered scrapped, they have aged abnormally during six years of war. Rodney is already lying up. She is said to be leaking so badly as to be no longer seaworthy. The design of Nelson and Rodney is unique. It is a silhouette that is unmistakable. All the major armament is forward and the ships have the appearance of being sawn off short just abaft the mainmast. That is roughly what occurred. The ships which were laid down under 1922-23 estimates are reduced editions of 48,000-ton battlecruisers ordered in 1921 and cancelled under the Washington Treaty. As a result they have been informally known as the "Cherry Tree" class — because they were "cut down by Washington." —Halifax Herald.

A few of the would-be wise are constantly rediscovering the seldom disputed fact that walking should be a part of man's daily exercise, says The Ottawa Journal. They blazon what they regard as news, to a world which, given its choice, might not of its own volition pick shanks' mare as the best means of compulsory distance covering. The countless contraptions from palanquins, howdahs, and de luxe cars to airplanes designed through the ages to enable man to escape his predestined pedestrianism are proof that travel afoot is not as popular as might be believed. With the advent of the Victorian horse-drawn tram, city walking lost much of its appeal. From then until recently a man who had not left all his small change in the pockets of his other suit could elect to walk if he wished, or from some nearby stopping point be comfortably carried to his destination. But today financial responsibility is not enough. Comfort all too often is eliminated from the moment of boarding a public conveyance until jolted, elbowed, body checked, a rush hour passenger emerges possibly as ill mannered and as bad tempered as the horde he leaves behind.

It used to be said that if you tickled Canadian soil it laughed wheat. That was when our top soil was virgin land. Those days are passing and we must conserve that top soil and use our research facilities as well as fertilizers to maintain our position, if we can, of holding the bread basket of the world, says The Brandon Sun. Of course, farmers did "mine" wheat for years rather than plow deep as they need to do in older lands. The problem of depleted top soil is worse in the United States and the revival of its growing possibilities is their problem today. Some varying experts say 50 percent of the United States top soil is worn out. So that another immigrant may try to save America for Americans, Australia sent the U.S. a sort of clover which is termed a subway clover which has been tested out on the wornout hillsides in Oregon and has made it good dairyland producing prize sheep and wool. It is of interest to farmers hereabouts that this Australian clover is a dense-growing, self-seeding pasture, hay and seed crop; all kinds of livestock and poultry like it, and it does well in red soils that are very acid and low in phosphorus. But it does seem to like mild winters; the South and the Pacific coast will probably benefit most from it. In addition to all its virtues, it seems to be an excellent weed-killer as well Especially when seeded together with grass it just smothers them.

PUBLIC FORUM

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

R.C.E. CORPS HISTORY

Sir,—The Royal Canadian School of Military Engineering, recently established at Chilliwack, British Columbia, has undertaken the task of compiling a history of the Corps of Royal Canadian Engineers in the Second World War, and also proposes to commence the publication of a periodical devoted to the activities and history of the Corps.

We would like to invite as many as possible of your readers to send to the undersigned their personal reminiscences, anecdotes, and tales of history learned at first-hand insofar as they concern the activities of Sappers and Sapper Units. All contributions accepted will be acknowledged by publication and we trust that there will be very few exceptions.

We are endeavouring to give this invitation the widest possible publicity, as, incidental to the projects mentioned above, we also wish to compile a complete and up-to-date directory of all living Sappers of all ranks, past and present, with the manifold purpose of establishing this school as the focal point of Sapper interest in Canada, and of maintaining liaison between the Corps and all its old members, and to act as a means of communication between the Sappers who may wish to re-establish old relations of comradeship with their former brothers-in-arms.

In view of this, we would appreciate your publishing this letter and thus helping us to get off with a good start what we sincerely hope will be a work of both popular and historical interest.

I am, Sir, etc,
C.N. MITCHELL,
Lieut-Col R.C.E.
Commandant, Royal Canadian School Military Engineering.
Chilliwack, B.C.

THE MAYOR AND P.W.C.

Sir,—Our good Mayor's remarks at the opening of the Prince Edward Island Teachers' Federation meetings call for some comment. He is reported to have said a number of things about Prince of Wales College and our educational system, some of which are doubtless quite true, but others are in the realm of controversy. In so far as our Mayor does anything to help focus the attention of the people on the educational problems in this Province, to make us as a people "Education Conscious" as Dr. Peacock says the people of New Brunswick are becoming, he is to be highly commended, and I should like to be one of the first to congratulate him for it. But when he refers to Prince of Wales College as the bottle-neck in the educational system of the Province I believe that he is drawing conclusions that are not warranted by the facts; and when he states that half of those who wrote the entrance examinations in a certain year did not succeed in passing because of the faults of the institution into which they had not yet entered, I feel that his conclusion is illogical.

Let us examine this conclusion a little more closely. As is usually the case, not one but a number of factors are likely responsible for such an undesirable situation as the failing of a large number of candidates. Among many such factors the following could be listed:

(a) The examinations are too difficult.

(b) The candidates are insufficiently prepared.

(c) Some candidates are taking the examinations only for practice anyway, and are not expecting to pass.

Please note that I am not implying that factor (a) does not play a part in the situation. There are faults in the educational set-up of all provinces. But I am implying that it is illogical to pick out factor (a) as the SOLE cause of this undesirable situation, when obviously factors (b) and (c) and many others not listed may be playing a part. Indeed when one recalls that so many of our schools are staffed by young teachers who are miserably underpaid, and who in many cases have to work in antiquated buildings with insufficient teaching equipment, one wonders how factor (b) could help but be a contributing cause. If, as Miss Estelle Bowness, the President of the Federation, said in her admirable address, our teachers are the least trained, the least experienced and the least paid of any Province in Canada, then surely factor (b) might be important in causing the failures.

Do not misunderstand me. I am not criticising the splendid work of our rural teachers. They do yeoman service in a Province that little appreciates their work. What I am doing is protesting against the unfair and illogical conclusion that the responsibility for the failures at the entrance examinations rests entirely with the Prince of Wales College. The matter really goes far deeper than that.

Our good Mayor also quoted figures showing a large number of students entering the first year course, but only a small number passing the fourth year, and implied that this was an indication of something definitely wrong at Prince of Wales College. I believe he is unfair in this. The progressive smaller enrollment in the higher classes is nothing unusual, but is what is to be expected, and is to be found in all educational institutions in all countries. The reasons for it are outside the scope of this letter. Possibly some of our educational authorities will explain these to the Mayor in due course. However I would just mention in passing that many of the students who enter the first year course have no intention of going on to the third or fourth years, and no desire to do so. Some merely wish to take a year more of high school, or to take work preparatory to entering the nursing profession or the business world. To compare the number of students entering the first year with those leaving the fourth year without taking such facts into consideration is utterly pointless.

In any controversy there are usually faults on both sides, and misunderstandings can easily arise from an inadequate grasping of the facts at issue. Possibly the College has been remiss in not explaining more fully to the general public the meaning of its system of grading. For example, many people think that the only students who have "passed" Prince of Wales are those who have received their graduating diplomas from the fourth year. That is entirely erroneous. Only those who have made 60% are entitled to a graduating diploma, but this does not mean that those under 60% have not completed their course, and completed it in most cases quite satisfactorily. As a matter of fact, a statement from the College that a given third or fourth year student has made 50% in his work is accepted by the unversities as satisfactory evidence that he has "passed" his courses in Prince of Wales College, and there is usually a large number in this group who never receive a formal graduating diploma.

I cannot close this letter without making one more reference to our good Mayor's remarks about the teachers of Prince of Wales College. He states that the rural teachers should get ten times as much money as the teachers of the Prince of Wales College because they do ten times the work. Again I think he is unfair. The rural teachers often do an unbelievable amount of work, often under very difficult conditions, and I should like, as the Mayor would, to see their salaries increased many fold. But is he not unduly hard on the P.W.C. teachers? Does he not know that they teach six days a week, whereas the public school teachers work only five, which makes the number of teaching days in the year for each about the same?

Does he not know that some of the College classes often run till 5.30 in the afternoon, and that any conscientious teacher will admit that the actual teaching hours are but a limited portion of his work?

Does he not know that the staff of Prince of Wales College is comprised of many highly and expensively-educated teachers, quite a number with advanced degrees from Harvard, many with about as much university training as the average doctor or dentist, to say nothing of the lawyers and city clergymen?

Does he not know that many of the teachers give courses of university standard, and that they teach six to eight weeks longer than do the university teachers, doing the same work at about one-half of the salary?

Nevertheless in conclusion I would like to commend the Mayor for his interest in educational matters, and his service in bringing educational problems to the attention of the public.

I am, Sir, etc.,
WARREN J. DUCHEMIN.
Charlottetown,
April 20th.

MR. HYNDMAN ON RECONSTRUCTION

Sir,—Several letters have appeared in the press recently to the effect that Prince Edward Island should not be seeking or pressing for any major contracts in connection with a reconstruction program, for the reason that we are only a speck on the map, and therefore any such efforts or claims on our part are not justified.

A number of citizens who are much concerned, like the writer, with so little in sight to offer our boys who have returned, and are returning, to the Island from the Armed Services, have asked me to explain the fallacy of this argument, and to point out that it is very unfortunate that anything should be done or said at the present time to make the situation worse, or more difficult to remedy. I fully agree that we should not be unreasonable in our demands, or ask for anything that we are not entitled to, as in these times what we want in Canada more than anything else is National unity.

I do not know why I should have been requested to deal with the subject, except that I have been gathering data and making a study of the Confederation Pact and our National set-up, for the past thirty-five years.

In the first place I might state that in my humble opinion the reason for the stand and attitude of some of our citizens on matters of this kind is the lack of opportunity under our educational system for students to obtain any knowledge of the proceedings leading up to Confederation, and the terms of the contract entered into between the Dominion of Canada and Prince Edward Island. There was no opportunity when I attended school and college, over 50 years ago, to obtain such knowledge, and to my amazement only a few years ago, when attending a Citizens' Educational Committee in Prince of Wales College, I found that the situation was pretty much the same as it was 50 years ago, and professors and school inspectors admitted at that meeting that they had never even read the terms of Confederation.

When Mr. Lloyd Shaw was appointed Director of Education in the year 1944, I immediately called this matter to his attention, and he agreed with me that it was very essential that this unfortunate situation should be corrected. Mr. Shaw was good enough to inform me on his return from Toronto in November, 1944, after attending an Educational Conference of all the Provinces and Newfoundland, that it had been decided to have a book specially prepared, to give Canadian students a better understanding of the various documents which had to do with the history of the Empire and of Canada, and that the British North America Act would be one of the documents included in that publication.

Anyone who has made a study of these matters is fully aware that Prince Edward Island did not enter the Union in 1867, and the Provincial Legislature in that year passed the following resolution: "Lastly, resolved that this House disagrees with the recommendations of the Quebec Convention, and on the part of Prince Edward Island emphatically declines a Union, which, after serious and careful consideration, it believes would prove politically, commercially, and financially disastrous to the rights and interests of this people."

Prince Edward Island being the only Island Province, one of the matters of greatest importance then as it is today, was communication with the mainland. It was not until 1873 that "Better" terms were offered by the Dominion, which included the guarantee to Prince Edward Island of efficient and continuous communication, winter and summer, as well as other services, which were from time to time allowed to the other provinces, and the Dominion was to assume and defray all the charges in connection therewith. It is well known to our citizens that the guarantee as regards adequate and efficient transportation has not as yet been carried out.

The first real attempt to honor this pledge was made with the inauguration of the car-ferry service in 1917. Prior to the car-ferry service being established, this Province only realized for its field crops 56 per cent of the value realized in the other provinces, according to the Canada Year Book. The reason for this was that a large quantity of our crops had to be rushed out of the Province before navigation closed, and if low prices prevailed, we further depressed the markets, and could not help ourselves; whereas, all the other provinces could warehouse their crops and ship out in the winter and spring, and take advantage of the higher prices prevailing. This being an agricultural province, it can be easily seen the incalculable losses suffered by our producers, with the result that the whole economic life of the Province was restricted, and retarded.

During the sitting of the Royal Duncan Commission, the White Commission, and the Rowell-Sirois Commission, these matters were dealt with and recommendations made with a view to rectifying the disadvantages under which our Province was endeavoring to carry on, as a result of the Dominion having failed to fulfil her pledges.

In the year 1911 Hon. R. L. Borden, during a speech in the City of Charlottetown, stated that Prince Edward Island had never been treated fairly by either the Conservative or Liberal Governments in the matter of transportation; that it was not a matter of cost, but a matter of honor between the Dominion and Prince Edward Island that the guarantees given at Confederation should be fulfilled.

In the year 1934 a Senate Tourist Committee was appointed to deal with the promotion of the tourist trade, throughout the Dominion, and in their report dealing with transportation between the Mainland and Prince Edward Island, stated as follows: "Moreover, as it was pointed out, it is the essence of the Canadian partnership that ferry rates and service to and from the Province should be such as to relieve it, insofar as possible, of the disadvantages of its island position; and anything short of this makes for insularity."

Owing to the failure of the Dominion to honor its pledges to Prince Edward Island, we have had a decrease in population, and at the last census before the war it was approximately 88,000, whereas when we entered Confederation we had a population of about 100,000. At the last census it showed, for the whole of Canada, an increase of about 200 per cent in population. It was predicted, when Prince Edward Island entered Confederation, that this Province would, in due course, have a population of 400,000.

Quebec and Ontario and the Western Provinces were boosted and developed by large Dominion expenditures for public works and immigration, such as the St. Lawrence waterways and canals, duplication of railways, Hudson Bay railway and terminals, etc. The Maritimes, and particularly Prince Edward Island, did not participate in these expenditures, notwithstanding they were partners of Canada. The result was that our boys and girls were lured away to these centres of activity, as well as to the United States. Prince Edward Island, without adequate and efficient, continuous, all the year round transportation, was unable to develop its resources on a parity with the rest of Canada, as it was led to believe would be the case when it entered the Union.

Again, during the Second World War over One Billion Dollars was invested in war plants, of which it is reported 95 per cent was spent in Ontario and Quebec, leaving approximately 5 per cent for the other seven Provinces.

What do we find as the situation today? With the development of the St. Lawrence waterways, coupled with the immense hydro-electric power at a minimum cost to the manufacturers in Quebec and Ontario, and these waterways supplied at the expense of the taxpayers of the whole of Canada, and no toll on vessels, and now with these numerous war plants being disposed of, as war assets, at practically 25 per cent of the cost, there is only one result, and that is the further centralization of industry in those provinces, to the disadvantage of the outlying provinces, or partners, both east and west.

It, therefore, seems strange indeed that some of our citizens should have the idea that we should take it lying down, and not make any effort, whatever, to obtain our rights as partners of this Confederation. While we have a very inadequate ferry service to and from the mainland to meet present requirements, we are prevented from using the Government Ferry for transport of goods by truck. Before the Standing Committee on Railways and Shipping in October 1945, the Prest-

Continued on page 5, Col. 2

The Poet's Corner

SUNSHINE IN THE SPRING

Think not of snow and ice and rain,
Would you have joy
Think of the pale new grass that comes in Spring,
Of birds, and flowers along the river bank,
Violets and cowslips by the babbling brook.
God grant you heart to sing
Of sunshine in the Spring.

Trust to the Powers that show
Opaline seas, green hills in sunset glow;
Daybreak among the glades where thrushes sing
Of budding branches in the Spring.

Think not of ice-bound roads and angry skies,
But in your lonesome moments look
Where beauty lies.
'Twas always so; it shall be so again,
When sunshine floods the fields of growing grain,
Thank God and sing,
Of sunshine in the Spring.

—Barbara Mill
New Wiltshire, P. E. I.

Old Charlottetown

(P. E. I. Magazine, 1900)

II

Charlottetown about the middle of the 19th century was a garrisoned town — or we might call it so, for then we had a company of permanent soldiers, with their captain, one or two lieutenants, an ensign, a doctor, a commissary, and an ordinance store keeper. The barracks were two long, low buildings, situated on the ground reaching south from the jail square (now Connaught Square), Sydney Street to Water Street, and including Union Street westwardly to the water.

All along that part now called the Esplanade and the lower corner of Water Street was The Battery, of nine guns. Earth works were thrown up six or eight feet high all round on the bank, or water front, and any one passing along the shore could see the muzzles of the cannon pointing towards the harbor.

The soldiers' quarters backed on and closed up the end of Dorchester, King and part of Water Streets. The ordnance and non-commissioned officers' building reached from Water Street northwardly toward Sydney Street.

* * *

The whole of the land was surrounded by a high, pointed picket fence. There was a large double gate opening on the Jail Square and a sentry marched backwards and forwards continually.

The officers lived in houses nearby. Commissary Lamont resided in a house later owned by Mrs. J. D. Mason on the west part of Richmond Street, and Doctor Poole lived at Frogmore, on the corner of Rochford and Euston Streets. A number of retired naval and military officers were also settled there. Some were comparatively wealthy, others had good positions under the English Government, and there were also many descendants of the old Loyalists, who had come to the Island from the United States years before.

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Government House, at that time, was not as it is now. The main building was the same, but there was no verandah, and the portico was supported by four round pillars, standing on stone supports and reaching above the second story. There was sufficient room for a horse and carriage to drive or stand underneath, as the carriage drive passed along close by the front door and underneath the portico. Any stranger coming in the harbour could see at once that it was a building of some importance.

General Edmund Fanning, the second English Governor of this Island, knowing the necessity there was for a proper residence for the Lieutenant Governor, granted one hundred acres of land to the Governor General for all time, on which a suitable residence should be erected. The present Government House was built on this land about 1830. It is said that Governor Ready, the then Governor, planned it after one he had lived in at Barbados. When the house was completed the furniture and everything necessary to make it comfortable for the residence of His Excellency, was sent from England at the expense of the British Government; fuel and light were provided, the Governor's salary paid, also that of his private secretary, the orderly and one or two servants. The aides de camp were chosen from the military, a position much thought of. A sentry marched backwards and forwards before the door and another at the lodge gate. No one dared enter the grounds without permission.

His Excellency, Sir Henry Vere Huntley, was the Lieutenant Governor from 1841 to 1847. Every year of the Queen's birthday he held a levee at Government House, followed in the evening by a state dinner or ball.

Sir Henry was a fine-looking man, with ruddy complexion and white hair. One amusement he took great interest in was the Tandem Club, as it was called, and in winter he was often seen driving his pair of horses at the head of a procession of sleighs driven tandem by the officers and young men of the town.

* * *

The second Gulnare was built in the summer of 1845. She was a two top-sail schooner launched from a shipyard on the shore, between Prince and Great George Streets; her tonnage was 170 tons burthen. Many ladies were present at the ceremonial affair.

* * *

The naval officers in Charlottetown at that time were Captain Bayfield, Commander Bedford, Lieutenant Orlebar, Mr. Forbes, master, and Dr. Kelly, who were all Royal Navy officers. The sailing captain was named Mayor. In the summer of '44 Captain Bedford returned to England with his family. Captain Orlebar took his place, and Lieutenant Hancock came to the Island. He and Dr. Kelley were unmarried, the older officers being married.

Captain Bayfield took the house on the corner of Euston and Queen Streets which had been occupied by the Countess of Westmoreland and her daughter Lady Jane Georgiana Fane, both of whom had returned to England. The Countess, being a landed proprietress, had been living here to look after her estate. Captain Orlebar lived in a house on Kent Street owned by Henry Palmer, Esq., near the present City Building. He afterwards moved to a house on Prince Street later occupied by John Higgins.

(To be continued)

BUNNIES KEEP OUT

ADELAIDE, Aus.—South Australia's model industrial town, Whyalla, is to be fenced in to keep out rabbits. The fence was decided on because rabbits, by eating a great deal of herbage, have exposed Whyalla to dust. The fence, 14 miles long will keep rabbits out of an area of 30 square miles.

½ AWAKE Nights
½ ASLEEP Days...!

When you are tortured by frettful nights, never comfortable, and you feel ever-tired in the daytime—your kidneys may be to blame. For healthy kidneys should do 2/3 of their work in the daytime. If they get out of order and fail, extra strain is placed upon them and they must work overtime at night. That is the time to use Doan's Kidney Pills. Doan's Kidney Pills help relieve this cause of night discomfort and disturbed rest. Help you enjoy restful sleep and awake refreshed. 143