

THE CHARLOTTETOWN GUARDIAN

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SHOCKING FATALITIES

There have been three fatalities in the Province this winter from asphyxiation by fumes from charcoal heaters in railway refrigerators. These tragedies should bring home to all concerned the necessity of the utmost precaution in handling these utilities. Charcoal burners, confined within the space of a railway car, serve excellently the purpose for which they are designed, and would be difficult to replace as a means of handling perishable commodities, such as turnips and potatoes, in transit during severe winter weather. Ordinarily, our farmers and railway men have been so accustomed to using them that accidents have been few and far between. Each car has provision for extracting the heaters either through the top or side, and refueling and lighting them from the outside. The heaters are then dropped or pushed back into place, the hatch closed, and the car sealed. Sometimes this is done by the railway men, in other cases by the shippers, who provide their own locks. The latter provision, of locking the cars at night, does not seem to be obligatory. The one precaution invariably taken is the posting, on each car, of a placard marked "Danger"; but the recent double tragedy at Tracadie has shown this is not in itself sufficient to prevent accidents. In the fatality which occurred earlier in the winter at Albany, the victim was experienced in handling heaters, and probably was aware of the danger of asphyxiation, but underestimated the intensity of the fumes and the treacherous quickness with which they overcome resistance. In a closed car it is probably only a matter of seconds before this stage is reached.

It should be the responsibility of some person, in every case, to see that cars are sealed when charcoal heaters are in use. Moreover, those tending the heaters should be obliged to conform strictly to regulation requirements. The "danger" placards, of course, should be retained, but they are evidently not in themselves a sufficient safeguard, and every possible additional precaution should be taken to avoid a repetition of the tragic incidents which have occurred this winter.

THE GLOBE SEES IT!

Mr. Mackenzie King and his followers in Parliament are purposefully blind to the signs of trade recovery in Canada, and are still basing their hopes of return to power on the cry that the Bennett policies have "ruined" Canada's export traffic, the following leading editorial in the leading Liberal organ, the Toronto Globe, of Feb. 12, should undeceive them. The significance of the Globe's editorial, coming on top of the pessimistic speech-making of Liberal members in the House of Commons, will at any rate not be lost sight of by the rank and file of the party, which still looks to the Globe as to the authentic mouthpiece of traditional Liberalism in Canada. The article is headed "The Tide Comes In." We quote it in full: "When the tide comes in along the seacoast it rises the level of the water not only at the shore but in every stream and estuary that brings water to the sea. Ugly mud flats and marshes become useful anchorages when the tide comes in, and shipping left stranded on the shoals can resume its activity. "This is what is happening today in Canada, following upon the rising tide of business activity. The world has called for larger quantities of the Dominion's forest products—paper, pulp, lumber—wood to be transformed into an infinite variety of things, ranging from silk dresses to new stands to replace the hundreds of "kiosks" destroyed or late by the rioters of Paris. The result of the flowing tide in the forest industries is seen first in our loadings. Last week they totalled 37,548, an increase of 7,832 over the corresponding period of 1933. Pulpwood loads showed an increase of 816 cars; lumber, 656; other forest products, 866; and pulp and paper, 463. The immediate result of this activity in the shipping of forest products, and of cereals, coal, coke, and other industrial requirements, was a marked increase in railway earnings. The Canadian National gross for the week ending Feb. 7 totalled \$2,061,000, or \$406,136 more than for the corresponding week of 1933. The C. P. R. did even better. Its earnings for the week ending Feb. 7 were \$2,102,000 or \$407,000 more than in 1933. "Hundreds of railway employees must have worked longer hours and earned higher wages than in the same week in 1933, and many more must have been called back to the

throat and switch. The swing of the tide was felt in Port Albert, B. C., where lumbermen and sawmill operatives got a 10 per cent wage increase; in Port Arthur, where a call from Kapuskasing for 160 bush workers could not be filled because there were only 55 unemployed woodmen in the city; in Meaford, which shipped twice as much furniture last month as in January, 1933; in Saint John, N.B., where busy stevedores put a million box shocks on a vessel loading for South Africa; in Halifax, where the greatest shipment of paper ever sent from Canada to England—5,600 tons, produced by the Anglo-Canadian mills—is to be sent forward at once. "The circles of activity widen in many industries. The tide of returning prosperity carries with it into every backwater of the forest industries work for lumberjacks and sawmill operators, paper makers, railway employees, storekeepers, furniture makers, sailors, longshoremen, and divers others who have been hoping and praying for work for many a long day. The full floodtide will come again as it always has come in the past."

U. S. CAR ACCIDENTS

Preliminary reports to the National Safety Council of the United States shows that in spite of fewer cars on the streets and lowered gasoline consumption in that country there were 1.4 per cent more motor vehicle deaths in 1933 than in 1932. The estimated 1933 total is 30,500 fatalities, an increase of 1,000 over the previous year. Except for 1932, however, the 1933 total still remains the lowest since 1926, when 27,996 deaths occurred, and compares favorably with the high figure of 38,678 reached in 1931.

Last year also witnessed increases in all of the motor vehicle death rates. The population rate (deaths per 100,000 population) advanced from 23.6 in 1932 to 24.3 in 1933; the rate per 100,000 motor vehicles increased from 12.8 to 128.6; and the rate per 10,000,000 gallons of gasoline consumption from 20.7 to 21.5. Cities had a 1933 population death rate of only 16.9, 30 per cent below the country-wide average. In a general way, 1933 deaths followed the monthly trend of motor vehicle travel, as measured by gasoline consumption. In the first six months of the year gasoline consumption was three per cent below the same period of 1932, and motor vehicle fatalities dropped seven per cent. During the last half of the year, however, consumption increased nearly three per cent, and deaths shot up 12 per cent. This experience is in line with the fact that motor vehicle deaths per unit of travel have always been higher during the last half of the year. Reports on about a third of last year's deaths show that the more common accidents—collisions with pedestrians and between motor vehicles—increased somewhat less than the grand total, and that the largest advance occurred in the non-collision type of accident associated with skidding, running off the roadway, over-turning, etc. For nine months highway grade crossing deaths dropped 32 per cent, and injuries 11.3 per cent, but it is likely that the full year record will be less favorable.

EDITORIAL NOTES

The New York Times, per the Washington correspondent, pronounces it "very odd" that France must turn to old men in her hour of need. "Are there no young and coming men in France?" The Times inquires, and goes on to recite the names of some of those the United States can boast. "The United States," comments a Toronto exchange, "is fortunate; fortunate in having many young and coming men; more fortunate in having suffered so little in a common cause as to be able to forget why France has so few."

A few days ago Lord Craigavon, Prime Minister of Northern Ireland, officially opened "Canada Shop" in Belfast. In doing so he explained that the Canadian High Commissioner, Hon. G. Howard Ferguson, had requested him to perform this pleasant task. The shop was run for two weeks under the direction of the Canadian Government Exhibition Commission, which has been holding similar displays in different parts of Great Britain for some time past. The exhibit includes canned salmon, lobster, vegetables, cheese, fruit, maple syrup, sugar, honey and many other Canadian products, with a view to demonstrating to the people of Ulster the fact that Canada turns out high-class goods at attractive prices.

Notes By The Way

In his note to the different powers Sir John Simon hinted that if the disarmament efforts now being put forth should fail, the British Government, which has used and will still continue to use every means in its power to bring about a settlement, will perhaps be compelled to reconsider the present level of her own armed forces which have been cut down to the limit of strength required for protective and defensive purposes. This sounds like a warning. It is given of course, in view of the ominous and unbroken train of events in countries rushing headlong into arms equipment contest with each other, and more especially, perchance, in view of the fateful deadlock of negotiations as between Germany and France.

Early recovery is the one thing that is of paramount importance to the Canadian people not only from the standpoint of material comfort, but also as a means of solving social and political problems in which there are elements of danger. In a situation of this kind time is a first consideration and ought to be regarded as the essence of the contract. Yet time is being deliberately wasted. Members of the House are wandering far afield in criticism or defence of actions, as the case may be, and are filling the pages of Hansard with a mass of material that is no earthly good to anybody, even the constituents for whose education, presumably, it is intended.

The attitude of Canada's Prime Minister towards provincial unions may be taken to heart by those who seek to meddle with the concerns of other provinces. He is neither for nor against such unions, but "whatever you contemplate that demand you are face to face with the constitutional reality. It could only be done by an amendment to the British North America Act," Mr. Bennett said. "To say that a bold majority should force upon the smaller provinces a union they did not seek nor desire would be to break the whole fabric of confederation."

The history of Canada, in the control of liquor, says the New York Herald Tribune, has resembled that of the United States. Rings of bootleggers sprang up overnight, but the Canadian, sensing in advance the danger, stepped upon them with a broad and solid foot. To this end prices have been scaled down and penalties have been scaled up, to such an extent that the illicit dealer has quit the trade, his profits not being commensurate with his risk.

Admiral Saiteng, Commander-in-Chief of the combined fleets of the Japanese Navy, is an old offender in the matter of making public statements which are embarrassing to his own and other Governments. His most recent offense has been to accuse Colonel Lindbergh of being a spy in the employ of the United States, and mentions several "suspicious" facts in connection with his flight with Mrs. Lindbergh in the Far East several years ago. The Admiral knows the art of thing which would cause the Japanese audience. He is well aware that spy-hunting and spy suspecting is a well worn device for provoking jingoism and war fever. Such talk is obviously dangerous. It is also a little beneath contempt. The Japanese who tolerate it may fall into the same category—Philadelphia Ledger.

To determine the precise causes of an industrial revival is never a simple task, but unquestionably, the policies of Britain's National Government have played a large part in her convalescence. British manufactures are certain today of the home market, and the tariffs have provided Britain with an exceedingly valuable weapon of bargaining States which only two or three years ago turned a stony face to all the demands of British Governments and manufacturers for easier access through their tariff walls are pleading now for a similar favour from Britain. Her commerce with Germany, with the Argentine and with Russia has been or is being brought to a condition of equilibrium. The Ottawa Conference has given her a hold on the Dominions, whose attitude of British manufactures formerly has been little different from that of foreign nations; and all parties are deriving solid benefits from their bargain—Dublin Weekly Irish Times.

Subsidies are matters of discussion the world over, and it is significant that some of the smallest countries with the biggest shipping businesses manage to carry on without them. At the London Economic Conference the delegations of Norway, which owns 4,000 vessels of 3,500,000 tons and has a gross earnings from foreign traffic of about \$20,000,000 sterling p.a. and of Holland proposed the abolition at the earliest possible moment of all shipping and shipbuilding subsidies except those necessary to national communication and the promotion of trades vital to the State concerned. If Norway can maintain its shipping by sticking mainly to the fast, economical 10,000 tonners, other countries ought to be able to do the same. Australia included, Australia has an advantage over Norway in that it has a regular seasonal tide of primary-produced cargo which might be carried in its own bottoms. As things go, however, Australia not only has no overseas ships of her own, but is allowing foreigners to push British shipping out of its trade—Sydney (N.S.W.) Bulletin.

There is no more difficult job on earth than the person, solving of an individual problem. In the last analysis we have to be our own wiser judge and jury. The consequences for every decision fall back upon ourselves. The big job in life early to learn the gospel of ac-

That Body of Yours By James W. Burke, M.D. WHY MENTAL ILLNESS SHOULD GRADUALLY DECREASE As we read of the great increase in mental ailments and that the mental hospitals now contain more patients than all the other hospitals combined, we are naturally concerned for the sanity, the mental health of our country. When we read further and learn that at the present rate of increase in mental ailments fifty years from now one half of the citizens of this country will be in mental hospitals, we are actually alarmed. The very fact that we are concerned or alarmed is just the reason that the number of patients in mental institutions is most likely to become less.

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You may remember that diphtheria was a dreadful scourge just a few years ago; that scarlet fever carried off many youngsters and left others maimed, yet today measles does more damage to a community because it is so common. The reason for this is that we are protected against diphtheria and scarlet fever by the use of antitoxins. Pertussis, carried off every victim within one to three years, and diabetes was fatal; today pertussis anæmia is cured by ordinary liver or hog's stomach, and diabetes is cured by the ordinary span of life by the use of insulin from the pancreas of cattle or hogs.

Malaria, yellow fever, small-pox are now under control, thus saving thousands of lives yearly. The whole has the coming or preventing of diseases of the body to do with diseases of the mind? Just as all the above ailments were investigated and trials or experiments made all over the world to prove their correctness, now the whole medical profession (not just mental specialists) is tackling the mental problem, so that every case coming into the regular or family physician is treated from the mental as well as the physical standpoint. It is just a simple "conflict" in the patient's mind, the physician tries to strengthen it out.

The spreading of sand on treacherous ice can also be done much more economically by a man, horse and a sand-spreader than is at present by two men with shovels, a horse and a sleigh. The man who says that sand is used to the same extent as neat and well-cared-for sidewalks, and conversely that leave such a poor impression upon the minds of strangers visiting the city. A very serious matter, too, have been the numerous falls that our citizens have experienced on the icy sidewalks this winter, including that most lamentable accident which resulted in the death of our late Lieutenant-Governor.

The Poet's Corner SONNET Beauty, let be; I cannot see your face, I shall not know you now, nor touch your feet, Only within me tremble to your grace. Tasting this crumb vouchsafed which is so sweet. Even when the full-leaved Summer gave me fruit, You gave me this, this apple of man's tree; This planet sings when other spheres were mute, This light begins when darkness reigns. Now, though I know that I shall never know All, through my fault, nor bask in my pen That path prepared where only I could go. Still I have this, not given to other men: Beauty, this grace, this spring, this life, this bread, This life, this dawn, this wakening from the dead. —John Masfield

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PUBLIC FORUM

This column is open for the discussion by correspondents of questions of interest. The Editor reserves the right to severely censure the opinions of correspondents.

UNSAFE SIDEWALKS

Sir—Now that we have a new City Council, and the Mayor and Aldermen are all planning how best they can serve their fellow citizens, may we not hope that a determined effort will be made to maintain our sidewalks in a more satisfactory condition during the winter months. Economy in civic expenditures is of course commendable in a general way, for unfortunately few people realize that City taxes are simply the handing over to the central body of a small amount of money for doing things collectively which would cost them many more dollars and give inconvenience if they had to be done individually.

Snow cleaning and the general care of the sidewalks is one of these, a fact that has long since proved to be the case in all cities and towns of any pretensions in this country and in the northern parts of the United States. In this matter there are two factors to be considered—cost and efficiency. Cost: We have, I believe, ten miles of streets in Charlottetown. Some streets have sidewalks on one side only. Let us suppose, then, that there are eighteen miles of sidewalks to be cleaned after each snow storm. A horse, a man and a plough can travel at an average snow storm about two miles an hour, at a cost of about \$150. Three ploughs, therefore, could cover the whole city in three hours at a total cost of \$450. I do not know how many residential commercial buildings there are in Charlottetown, but presume that there are at least 2,500. Divide \$150 by 2,500, and we have an individual cost per building of about half a cent, as compared with an average of probably 25 cents paid to the itinerant snow shoveller.

Efficiency: Great as the saving in cost in collective snow cleaning is, that is not the most important feature, for individual efforts are unsatisfactory in many respects, of which the following are some of the more important:

- 1. Tardiness in having the snow cleared by the majority of householders, particularly in the early morning, when many people walk to work, to school, etc.
2. While some residents have the work done well, others clear only a narrow space in which to walk, and leave a very uneven pathway under foot.
3. The snow is cleared by some much more deeply than by others, resulting in unsafe walking after dusk and pools of water when the snow melts.
4. There are times, following a rise in temperature, when the sidewalks become very slippery and dangerous to pedestrians, a difficulty that is easily overcome by combing the surface with a plough having a toothed edge.
5. When sudden changes in temperature are prophesied by "Probs" cities warmer or colder, a great deal can be done to avoid the icy and hard ice, if the foreman in charge will send his men out at the correct moment with the proper implements.

The spreading of sand on treacherous ice can also be done much more economically by a man, horse and a sand-spreader than is at present by two men with shovels, a horse and a sleigh. The man who says that sand is used to the same extent as neat and well-cared-for sidewalks, and conversely that leave such a poor impression upon the minds of strangers visiting the city. A very serious matter, too, have been the numerous falls that our citizens have experienced on the icy sidewalks this winter, including that most lamentable accident which resulted in the death of our late Lieutenant-Governor.

The Austrian Crisis

(Montreal Star) It is confusing to see the Dollfus Administration in Vienna fighting the Nazis and the Socialists at one and the same time. The confusion is intensified by the fact that the little Chancellor is himself a Christian Socialist, and so not a Heimwehr leader. One would think that if he were in a deadly earnest about keeping the Nazis in check he would seek the support of the powerful Socialist organization just as the Reichstag Government in Germany might have been expected to ally itself with the fighting Communists in order to meet the Hitler threat.

"A Puddle For Every Duck"

(Washington Correspondent, Winnipeg Free Press) President Roosevelt, who is a good sport, enthralls the sportsmen of the country by his slogan "a puddle for every duck." Senator Walcott of Connecticut is in hearty accord with the president but believes that his slogan should read "a puddle for every duck." The senator believes that the greatest need of the country today is more ample provision for the maintenance and propagation of wild life. In the past many swamps and marshes have been drained without adding anything of value to the arable land of the country while destroying refuges and breeding grounds for aquatic fowl and other birds. Meanwhile in the mania for "reclamation" that swept over this country millions of acres of land suitable for grazing and sanctuaries for game were transformed into farms which do not produce enough to make a decent living for the people who occupy them. At the same time the reckless destruction of forests has caused floods and soil erosion with most serious consequences to lands adapted to agriculture.

The born sportsman is keenly interested in the preservation of game and he thinks no outlay of public money for this purpose can be too great. However his hobby makes an appeal to the everyday citizen than it would if the everyday citizen could see any benefit to himself. Conserving game on a big scale at huge expense to the public treasury might be justified if it resulted in more food and a greater variety of food for the masses. As it is such conservation may be of no great advantage to anyone except sportsmen, wealthy or idle enough to enjoy the pleasure of the chase.

Knitting In The Gallery

(Prof. Williams in the Mall and Empire) The recent order of Speaker Black that knitting is no longer to be permitted in the Speaker's gallery of the House of Commons would have caused a small feminine rebellion in Ottawa forty years ago or less. Some commentators on the incident have apparently been told that the knitting habit began in the gallery opposite the Speaker's chair only during the great war. They are quite wrong.

When the custom originated I do not know, but it was certainly in vogue in 1890 and thereafter. Those were the days of long, long debates—the days of things extending into the early morning, sometimes, indeed, running for days at a stretch. The cabinet ladies of the time who had the front seats would come up the Hill with their husbands after dinner and proceed to the gallery, there to wait until the House adjourned, sometimes being rewarded by hearing a full dress debate, but more often failed to listen to just a lot of talk.

Night after night Lady Macdonald would accompany Sir John to the House after dinner, night after night she would sit in the gallery awaiting the signal that she might go down and wrap up the old man for the journey home. She brought her knitting or her crocheting with her and plied her needles, and the speaker below was not worth listening to. Lady Laurier, in the years that followed, did the same thing. She would bring her Wilfrid up to the House and proceed to the gallery, to wait, as Lady Macdonald had done. She had to have something to occupy her mind. Conversation is taboo in the gallery except in whispers and who can talk long in a whisper? Thus it came that the ladies had to have something to occupy their time and in most cases it was knitting, although in Lady Laurier's case it was generally fancy embroidery.

It is difficult for an old timer in parliament to visualize the Speaker's gallery late at night without busy fingers doing something to fill in the time but perhaps the most satisfactory in many respects, of which the following are some of the more important:

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