

THE CHARLOTTETOWN GUARDIAN

THURSDAY, APRIL 14, 1910.

THE SCHOOLS OF PRINCE EDWARD ISLAND.

The Educational Review, a high-class serial devoted to advanced methods of education and general culture, discusses the annual report of Superintendent Anderson, along lines which are somewhat familiar to readers of The Guardian. Of our system of school support the Review has this to say:

"That a Government whose income is small should spend such a large amount for education in a country where the people are well-to-do, strikes one as something of an anomaly. It is a question whether the Government is not too liberal in this respect, fostering a spirit which has been adverse to the best educational interests of the Province. Just as long as the Government is too paternal, and assumes burdens which the people themselves ought to bear, just so long will education be too lightly valued. When the people are ready to make great financial sacrifices for their schools they will take a greater pride and interest in them. Some educational changes are foreshadowed in Prince Edward Island, and probably one of them will be some shifting of the financial burden for the operation of schools from the Government to the ratepayers."

And of Dr. Anderson and his report the Review speaks in terms of deserved praise. We quote again: "It is always a pleasure to read Dr. Anderson's reports for the soundness of the educational opinion contained in them. He has guided the educational practice of the Province for nearly half a century as teacher and superintendent, and his name has been held in high repute on account of his great ability as a teacher, the enthusiasm he has been able to inspire among young people, and the many useful careers he has helped to shape."

RECENT CHANGES IN NAVAL ARMAMENTS.

Since the Russo-Japanese war demonstrated the prime importance of the battleship in action, there has been an enormous development in the construction of these movable sea-fortresses. Britain led the way with the first Dreadnought, and now Germany, Japan, France, the United States, Austria, Russia and other lesser naval powers are following her lead in frantic haste. The latest British Dreadnought to be launched is the Colossus, of 22,000 tons, armed with 12 inch guns, so placed that six can be trained ahead, eight astern and all ten on either beam.

The submarine torpedo boat, although it ante-dated the Japanese-Russian war, was not utilised in that tremendous conflict. Now all the naval powers are following the lead of France in constructing these deadly war craft, destined to strike the leviathans of the battle-fleets from beneath as the sword-fish strikes the whale in their most vulnerable parts. The submarine has been so perfected that it seems destined to almost wholly supersede the surface torpedo boat. In fact France has decided that the ordinary torpedo craft has become obsolete and will build no more of them.

INTERESTING VITAL STATISTICS OF NOVA SCOTIA.

Nova Scotia had a system of registering births, deaths and marriages from 1864 to 1876, after which it was discontinued. It was resumed last year on a more complete basis, and the first annual report of the new system was presented the other day to the Legislature. The figures are in some respects remarkable, showing 12,332 births, as against 6,978 deaths. The birth-rate was 24.7 per 1,000 and the death-rate 14.

Figuring out the annual gain from the excess of births over the mortality and the considerable number of immigrant settlers who have come in, the Deputy Registrar General estimates that the present population of the Province is 512,787, a gain of 53,000 since the census of 1901. It would appear that many Nova Scotians live to a good old age. Of those who died during the past year, 910, or 13 per cent. of the whole number, were of 80 years or over. Four of these passed the century mark, one man attaining the age of 114, and another 106, while two women reached the ages respectively of 105 and 101.

REGULATING CHARGES FOR PULLMAN CARS.

All who travel by rail will be interested in what is doing toward regulating the Pullman car rates. In the United States the Interstate Commerce Commission, and in Canada the Railway Commission have taken the matter into consideration and have reached the conclusion, first that the sleeping car rates are much too high, and secondly that equal charges for upper and lower berths

are unjust and must be changed. The general reduction on through rates, say from St Paul to the Pacific coast, now \$12 for an upper or lower, is ordered down to \$10 for an upper and \$8.50 for a lower berth. A Pullman for a night's journey, now \$2.50 is reduced to \$1.50 for a lower and \$1.10 for an upper location. The Pullman and Wagner companies have made enormous fortunes out of the

high charges of the past. The Canadian Railway Commission is acting simultaneously with the Interstate Commerce Commission to reduce and re-adjust the rates as above, for which the travelling public will have a keen appreciation.

Socialism is making headway in the new world as well as in the old but in modified form in the United States and western Canada. In the city of Milwaukee the Socialist party is now in control of the civic administration and is promising great things—better schools, cheaper gas, coal, wood and bread, an eight hour day, employment for the unemployed at union rates, penny lunches, a seat for every passenger in clean street cars at three cent fares, and so on. If the new administration makes good on these pledges, Milwaukee will be heard from.

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