

The Charlottetown Guardian

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Victoria The Great

Over a quarter of a century has elapsed since the death of Queen Victoria—years the most momentous in world history—yet her memory remains fresh and green, her long and illustrious reign is still associated inseparably with British institutions and imperial solidarity.

It is to a Canadian woman that the selection of May 23rd as Empire Day is owing. Many years ago the suggestion was made by her that the day be devoted in the public schools to instruction concerning the British Empire and what it means, its geography and its history.

This Dominion, whether through ingrained habit or through reverence for a great name, retains May 24th. For generation after generation it was "The Queen's Birthday."

R. C. M. P. Training Centre

According to a mainland exchange, Fredericton, N.B., is likely to be the centre for the training of reserve candidates of the Royal Canadian Mounted Police for the three Maritime Provinces.

That Fredericton should be selected in preference to Charlottetown or Halifax for training the Maritime reserve quota is explained on the ground that the winter training depot for the regular R.C.M.P. force is already situated there.

What Is He Driving At?

The Washington-inspired campaign for "economic appeasement" of non-Empire countries, for which the Canadian Prime Minister—of all persons—is acting as spokesman at the Imperial Conference at London, has given content to thinking people in this country.

Another angle to the situation is presented by the Ottawa correspondent of a mainland exchange, who points out that a United States-Great Britain trade treaty would eliminate the necessity of American concerns producing in Canada for the British market in order to secure the benefit of the British preferential tariff.

from Canada, they secure the advantage of the British preference which amounts to at least ten per cent, and in many cases considerably more. The belief in Canadian government circles, it is stated, is that the terms of any trade pact which the United States may negotiate with the United Kingdom will be extended to Australia, New Zealand and South Africa, in return for suitable concessions.

That Canada will be consulted before any such agreement is concluded is taken for granted at Ottawa, in view of the current expectation that it will necessitate some modification of the preferences which the Dominion now enjoys in the United Kingdom.

Editorial Notes

The Earl of Ypres, better known as General French, died this date 1925.

Tomorrow thanksgiving for the life and reign of Victoria the Good.

Monday Victoria Day in Canada, Empire Day throughout the rest of the British Commonwealth.

Herr Hitler should have realized ere now the truth of the saying "sticks and stones may break my bones, but names will never hurt me"—if undeserved. Instead, he seems to be ever on the alert with a chip on his shoulder.

It was very thoughtful of Mr. George Hambleton of the Canadian Press to mention in his despatch from Portsmouth that the Canadian Navy was the cynosure of all eyes in the Naval Review—"trim and business-like even in that array of naval efficiency."

The Sackville Tribune seems to be progressing and expanding amazingly. Contracts have just been let to extend its premises by an addition of brick 30x33 feet, one storey and basement, to take care of its rapidly growing printing, publishing and advertising agency business.

So far Westminster Abbey has been the scene of the Empire's religious celebrations, but tomorrow good old St. Paul's will have a look-in when the Right Hon. W. L. Mackenzie King, our Prime Minister will read the short lesson at the Empire Day Service, in the presence of the King and Queen and a notable congregation of Imperial statesmen and diplomats.

Liberal politicians seem to be following the example of June brides in selecting that merry month for election, both Pattullo of B.C. and Macdonald of N.S. taking the plunge then. In the former the Federal bribe is millions on defence work and \$125,000 additional subsidy with the Yukon thrown in, in the latter it is millions for roadwork and \$500,000 for fishery development.

Coronation rejoicing notwithstanding the Mother Country still has time to think of and care for the "distressed in mind, body, or estate." With the first batch of child refugees on the way to France after their evacuation from war-torn Bilbao, sympathetic Britons were prepared to take care of another group of about 4,000 in that country, making 20,000 in all. The government has not announced the total number it will permit to enter Britain, but it was revealed that the Salvation Army was prepared to take care of 400 for the time being and if necessary would look after 4,000. Other agencies are likewise, not to mention private individuals and families everywhere almost.

"The evil men do lives after them, the good is oft interred with their bones." Soon to be carried into the Spanish war are the names of Louis Joseph Papineau, whose fiery words stirred excited lower Canada "habitants" to rebellion in 1837, and William Lyon MacKenzie, leader of a rebellious struggle in upper Canada and grandfather of Canada's present Prime Minister. Four hundred youthful Canadians, both French and English-speaking, now in Spain fighting for the Loyalist cause will be organized as the "Papineau-MacKenzie Company," it is revealed by Mr. John Weir, editor of The Daily Clarion of Toronto. Their organization will mark the centenary of the 1837 rebellion.

Youth's indiscretions do not necessarily indicate the sure and certain road to perdition. Many years ago the Rev. G. H. Knight was the minister of one of the largest churches in the City of Aberdeen, and known as the poet preacher of his Church. His son G. A. Frank was a student of Arts at the University and full of the joy of life. A rectorial election took place, the late Lord Goschen being returned victorious over two opponents. When his lordship visited the University for inauguration, there was the usual student demonstration, including unharnessing of horses, and substituting enthusiastic students for them. After safely depositing the new Rector at the home of the Principal, the devil got into the students, and they ran riot, smashed the carriage to smithereens and chucked the remains into the harbour. Several of the ringleaders were tried by the Senate, among them Frank Knight, who was rusticated for a year. Frank could not afford to lose that time, and succeeded in gaining admission to Glasgow University. He entered the ministry, became Secretary of the Welfare of Youth Committee of his Church, editor of his Church's publications, a Doctor of Divinity and the other day died universally mourned as General Secretary of the National Bible Society of Scotland.

Notes by The Way

The three Rs, "Reading, 'Riting and 'Rithmetic, taught in the days of the little red schoolhouse, did not comprise the entire curriculum; there was a fourth R that played a vital part in the education of a hardy first settler, whose industry built up this nation. The fourth R was Religion and the pursuit of Righteousness. The belief that man was a spirit, and not merely a body, was not then considered debatable, and in the training of a child the spiritual welfare was looked upon as the primary consideration.

If the flame of hope in lighter-than-air navigation is kept alight at all, it will probably be because of two circumstances. There is, first, the possibility, even the probability from present indications, that the trouble with the Hindenburg was not as it was in the case of the Shenandoah, the Akron and the Macon, structural. If there was no structural defect and if the tragedy at Lakehurst was due to operating factors over which there is still some doubt, the future may not prove as dark as it now seems. A second point concerns the possibility that the accident might have been far less serious had the ship been inflated with non-inflammable helium instead of readily combustible hydrogen. Helium has less lifting power and is much more expensive, but it is much more reliable, and its use would have broken the record for the first transatlantic flight. Lighter-than-air navigation still has any future at all, it may well hinge upon the use of helium.—Baltimore Sun.

Perhaps Barnum was right in insisting that the public like to be fooled. But it may also be expected that the desire to get something for nothing is part of the reason why so many persons are victimized. At any rate, K. P. Aldrich, chief of postal agents and dean of federal sleuths, declares that annually the lot of scammers through the mails is \$1,000,000. That is more, he says, than all the money and goods which thieves steal in the United States through robberies, stick-ups and burglaries. The Government is constantly alert against postal swindlers, and often catches up with them, but there are too many credulous persons and too many schemes for getting hold of their money.—Ohio State Journal.

Ethiopia has had many capitals in its day and now the Italians are considering abandoning Addis Ababa because the altitude is hard on the hearts and lungs of Europeans. The lower areas are beset with fever; so it seems to be a case of between the devil and the deep sea. However, the Italians have made the Pontine marches near Rome habitable.—Exc.

On the afternoon of March 14, 1843, the paddle steamer Beaver churned her way across the Strait of Juan de Fuca, and cautiously approaching the uncharted shores of Vancouver Island, dropped anchor off Clover Point. The vessel bore James Douglas, chief factor of the Hudson's Bay Company, and a group of workmen. They came to construct a trading fort and establish a new emporium of commerce in the West. In due time they wrote history. The City of Victoria is the result of their coming that March day ninety-four years ago.—Victoria Daily Colonist.

Over forty-five countries supply Great Britain with honey, the largest supply last year being Canada with 20,494 cwts., an increase of 33 1-3 per cent. over the previous year. Canada ranks second and Australia third. Canadian honey is well liked in the British market, especially for blending purposes. New Zealand honey, however, which occupies fourth place as a source of supply, commands the highest price, although Canadian honey brings a better average price than most other bulk honeys imported and sold on the London market.—Exc.

If diphtheria is given the chance it will strike with just as fatal results as before. For that reason we can never allow the security which has been given to our children by serum treatment to drop into disuse to be regarded as something optional. We have the weapon now with which to fight, but the fight must be continuous.—Peterboro Examiner.

Unless Andre Tardieu is terribly mistaken, things are in a bad way in France. Here's what he says: Her people believe they are sovereign, and they are not sovereign. They believe they are free, and they are not free. They believe they are equal, and they are not equal. They believe they are represented by their elected assemblies, and they are not represented. They believe they are protected by the laws, and they are oppressed by them. He says a lot more, in a ringing exhortation, "Frenchmen, Awake!" There seems to be nothing to add except—St. Louis Post-Dispatch.

The Day We Celebrate

Who could have foreseen 118 years ago that in this year of grace, 1937, millions of Canadians would be holidaying because of the birth of a girl in Kensington Palace on May 24, 1819? She was not even as near the throne as was Princess Elizabeth today. Her father, the Duke of Kent, was only the fourth son of King George the Third. The first son, later George the Fourth, had one daughter, Charlotte, who was born in 1817, but the second son, the Duke of York, was only 56 when Victoria was born, and the third son, the Duke of Clarence, was only 54. The Duke of York died childless in 1827. The Duke of Clarence, who became William the Fourth in 1830, had numerous children, none of them legitimate. He married the year before Victoria's birth, but died in 1837 without a legal heir. George the Fourth's daughter, the "Fourth" had brought the monarchy into the contempt of a multitude of Britons of decent instincts, but there was a revulsion of feeling when Victoria ascended the throne in 1837. She applied a moral purge to the British court and that probably was her greatest public service. The strength and depth of her political pre-arranged death, by the publication of her letters and by frank biographers, but she had the prudence to avoid an open collision with ministers or governments with whom she disagreed, so that the Crown was not once during her long reign made into a political issue.

Victoria died on January 22, 1901, gave her reign to the most illustrious era in the world's history. It has increased, not diminished, its glory in retrospect. In a large part of the continent of Europe today civilization has receded, not advanced, and even in Great Britain, which is still the bulwark of European freedom and democracy, there is not that passion for liberty and sensitiveness to wrong which enabled Gladstone in his old age to denounce the Armenian massacres. Savageries are now common-places on the continent which would have shocked Victorian Britain with indignation. Progress in science and even in social legislation and economic well-being have been accompanied by moral retrogression.

Outside of Britain, only France and some of the smaller nations remain guardians of free institutions and personal rights in the Old World, where children of evil, controlling whole nations, openly extol war, slaughter and conquest. Perhaps Victoria herself little realized that history would remember her name chiefly because it became the title of the golden age in which the human spirit found its fullest exercise. These are, of course, not the reasons why Victoria's birthday is still celebrated throughout the Empire whose bounds were so widened during her reign. Perhaps only in Canada is it made a public holiday. A custom of 65 years' duration would not easily be abandoned, even if it had less to commend it. But May 24 happens to fit perfectly into the Canadian climatic conditions. It is the very threshold of the summer, the first holiday of the year in which Canadians can be reasonably sure of outdoor enjoyment. The trees are in full leaf, the grass is emerald, the blossoms and early garden flowers are in full dress, and nature is at her best, given a clear sky and normal temperature. Generations of school children, when Victoria died, had sung the familiar ditty ending in the threat to run away in default of a holiday.

Forgot The Buns

(By JUDITH ROBINSON) (In the Globe and Mail) Five tons of cake were consumed in London parks on Coronation Day, four tons of tea, twelve tons of milk, one hundred thousands cups of beef extract—alas, my poor brother—a ton of bread and butter because it is the London Times, the estimate is the London Times. Speaking of buns, Mr. King didn't when he opened Chelsea Bridge. Late mails from London bringing full reports of Mr. King's speech at the bridge-opening luncheon confirm the worst that has been feared. Canada's representative went long and strong on the Sage of Chelsea and entirely omitted the buns.

In that omission Mr. King proved himself less than representative, yes, less than worthy of his countrymen. Say Chelsea to 999 out of any 1,000 Canadians; they all answer, "So would Mr. King if he hadn't forgotten his youth in reverence for his own and other silk hats."

Mr. King talked a lot at the luncheon about Culture and Heritage of the British Commonwealth. Mr. King said the heritage of the British Commonwealth ought to be preserved. The Association of Chelsea, he said, were part of it. He said the works of Carlyle, Sir Thomas More, Ruskin, Dickens, George Eliot, Rossetti, Turner and Whistler were the common heritage of the race. But he didn't say a thing about Chelsea buns. He didn't say about buns being an association of Chelsea, nor yet about Chelsea buns being a common heritage of the race. He ought to have done. For they are. As associations of Chelsea Instantaneously recognizable wherever English speech is known, buns have been over the works of Ruskin, Dickens and Dante, Gabriel, Rossetti like a tent. As a common heritage of the race, Chelsea buns are a lot more common than Sir Thomas More's Utopia or Whistler's nocturne, either. If only Mr. King would come out of his high hat and admit it. Almost as common a heritage as Thomas Carlyle's opinion of the race's nobility—that's

PUBLIC FORUM

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

ELECTRIC LIGHT PROBLEM

Sir,—No report having been made by the Light Committee at the last meeting of the City Council it is presumed that the Halifax expert has not yet filed his report on the valuation of the local Electric plant. It does seem that the "expert" is taking an unreasonably long time in making his calculations. Over a year in assessing the value of a small electric plant does seem to constitute a record for delay. No one believes that such a delay is necessary and it has been suggested that there is a "nigger in the wood-pile." The public are surely entitled to some explanation.

For the past few years the city has been striving to assist the city in one way or another its requests in that behalf have been thwarted. Shortly after the last Civic election the present Council made a new request to the Utility Commission for action. New legislation was passed by the Legislature to assist the city in its determination to push for results. The securing of a valuation has since been used to delay and defeat the Council's presumed desire for action.

In the meantime lower rates are continually being secured for light and power in almost every direction. The average cost of domestic electric service in Canada at the end of 1936 was 2.13 cents a kilowatt hour. In the United States the average price for domestic service was 4.74 cents against 5.03 in 1935 and 6.33 cents at the end of 1929. The monthly cost of the first 25 kilowatt hours in a dozen cities of the United States runs from 94 cents to \$1.68. These are pretty cheap rates and still the operating companies are able to carry on and pay dividends.

In a despatch from Amherst, N.S., appearing in the Halifax Chronicle of Wednesday last the Council of that town was informed by the Mayor that a contract had been entered into with the Electric Company serving that community for the supplying of power to the town at the rate of one cent per horsepower. Compare that with Charlottetown where users of power pay six cents for the first 100 horsepower, four cents for the next 200 horsepower and three cents for the next 300 horsepower. That is to say, a person here us us 60 horsepower per month must pay \$23.00 against \$6.00 in Amherst. How can our people compete against Nova Scotia in these circumstances?

Referring to service charges a bill was introduced into the State Legislature at Albany, N.Y., to compel utility companies to administer such charges. I do not know whether the bill passed but it indicates the very general demand for cheap light and power.

The demand was so strong in Quebec Province that the question of public ownership of the electric plants was one of the leading issues at the provincial election held last year and at the recent session of the Legislature Premier Duplessis has put through three acts in fulfillment of his pre-election promises. These bills allow municipalities to expropriate private power systems, also creating a "National Electricity Syndicate" with the power to make an inventory of all assets of these enterprises, to make full investigation of their financial structure, their accounting, their receipts, their profits, their expenditures and all their operations in general. Further on its own initiative or on the request of an interested party fix rates for electricity sold basing them on the valuation of the physical assets and on reasonable costs. These are a sample of the many powers given to the Syndicate. A sum of ten million dollars is given to the Syndicate to make a start towards public ownership in three or four districts of the province.

In New Brunswick a sum of \$500,000 is to be given to the Power Commission for further development of public ownership of electricity. Surely these instances are sufficient to indicate the almost unanimous trend towards public ownership and should impress on Councilors the responsibility placed upon them as custodians of the citizens interests. I am, Sir, etc., JOHN F. WHEAR.

Behind The Headlines At Ottawa By Dean Wilson

Several weeks ago this column disclosed certain exclusive information about the plans of the Federal Government in regard to the operation of the newly created company which will handle all means of transportation by air from coast to coast, and these exclusive disclosures have been substantiated in every detail by the happenings and official statements of the authorities in Ottawa within recent days. Now it can be reported here that an ambitious scheme is being formulated in the Capital whereby the initial work of the new trans-Canada airways system will be hastened in order to carry out a definite plan of the various Governments of the British Commonwealth of Nations to unite all airlines of the Empire into a gigantic network which would link every corner of the globe where the British flag flies, crossing continents and oceans, and all which would be of extremes importance.

Canada's geographical position is one of the greatest strategic value in these plans of fast Imperial communications because it is known in Ottawa that considerable work has already been done towards the establishment of a trans-atlantic service within a short time. In fact, there is no doubt that most of the readers of this column would be amazed if they were informed how much the scheme has been developed by Canadian scientists and airway experts within the past few months, and today, experts in Ottawa are frankly discussing the possibility of a regular airway service from any section in Canada to any part of the European continent within the next twelve months or less.

The new airline which will handle mail, express and passengers from coast to coast in the Dominion will link up with the Imperial Airways to carry out the trans-Atlantic service, and even a problem and solution of same will be in the hands of Canadian and British officials jointly, who are now busily engaged day and night studying the routes and types of aircraft and the many other things involved, including meteorological handicaps peculiar to the North Atlantic such as the frequency of storms, fogs, ice forming zones, head winds, etc., the construction of airports, aerodromes, hydrodynamical and structural problems, navigation of aircraft, radio communication, and numerous other factors that enter the situation of a regular service between the two continents.

The lead in this work is being carried out by the National Research Council in Ottawa, but right now there is a thin veil of mystery surrounding all these endeavours, and it is this fact which accounts for the amazing and almost unbelievable progress that has already been made without knowledge of the general public, who cannot realize how far these scientists and experts have gone towards the actual attainment of this object.

It is impossible to ignore the optimistic attitude and mood of the higher officials of the Department of Trade and Commerce in Ottawa, and which every expert observer of affairs in the Capital must admit is unusual. All official statements and interviews by these gentlemen who keep the pulse of the blood stream of the commercial system under constant watch indicates that there is a good reason for this unusually bright outlook, because business conditions in Canada are better today than at any other time within the past twelve months. There is a gradual increase in every form of industrial or commercial activity in the Dominion.

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Within the past few months, mineral productions that include copper, nickel, gold, etc., have been higher by at least 10 per cent. over that of last year. Mining stocks have soared upwards at the approximate rate of 30 per cent. The index of the common stocks in Canada have mounted steadily at least 21 per cent. The manufacturing of various products throughout Canada have shown a substantial gain which has been roughly estimated by officials at the Capital to be about 15 per cent. more than at this time last year and over 50 per cent. more than at any time commenced the depression period industry, which has been suffering from strikes in recent months, is prospering, though the greatest activity can be seen on the construction scene where large building projects have not increased in number, but there is an amazing rise in the number of permits being issued for small constructions, and which now has reached more than 87 per cent in the past few months. The gross revenues of the C.N.R. and the C.P.R. have gone up more than 10 per cent. in the past twelve months, and every sign indicates clearly that these two great railroads will receive much greater incomes in the next fiscal year. All these healthy signs of Canada's economic recovery at the present time signifies a great deal to the permanent officials of the Department of Trade and Commerce in Ottawa, who point out to the favourable balance of trade of the Dominion right now which is over 33 per cent. above that of last year at this same time, and they do not hesitate to express an expert opinion that it may bring about a remarkable improvement in employment conditions in the Dominion in the near future, if these symptoms continue to manifest themselves.

The Poet's Corner FROM "TO A SEAMEW" When I had wings, my brother, Such wings were mine as thine: Such life my heart remembers As thine was wild September. As this when life seems other, Though sweet, than once was mine. When I had wings, my brother, Such wings were mine as thine. Ah, well were I forever, Wouldst thou change lives with me And take my song's wild honey. And give me back thy sunny Wide eyes that search the sea. Ah, well were I forever, Wouldst thou change lives with me —A. C. Swinburne

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