

THE GUARDIAN

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CIRCULATION "Covers Prince Edward Island like the dew" "The strongest memory is weaker than the weakest ink". CHARLOTTETOWN TUESDAY, SEPT. 8, 1953

Back To School

When told that he did not dress as smartly as he did twenty years ago a man replied that it was strange, because he wore the same clothes. There are citizens who think that Charlottetown has good enough educational facilities because they are much the same as in their youth. This does not apply, of course, to Prince of Wales College and the Vocational School which are administered by the Provincial Government. Next year it will not apply to the City schools for the new junior composite high school should then be an accomplished fact.

At the present time, however, at the opening of the Fall term, accommodation is far from adequate. The use of four nearby rooms in connection with Queen's Square School and two for Rochford Square will ease the situation slightly. The proposal to place two classes at Prince Street on half-time can only be considered an unsatisfactory stop-gap.

Even if the City were providing its school children with accommodation equal to that available to previous generations, which it is not, there would be small grounds for self-congratulation. Not until the accommodation provided is improved comparably with the general standard of living can we even claim to have done our minimum duty to today's youngsters.

The children going off to school today will give little thought to these matters. They will be concerned with the other youngsters who will be their classmates and with their own particular teacher. They will not be able to compare the lighting, space and facilities available to them with any standards. Parents and citizens, however must make such comparisons and see to it that our children get a fair deal in education.

Diesel Horn Frequencies

When diesel engines made their debut on freight hauls through Northern Ontario forests many fatalities were reported among the moose population. The siren call of the diesel engine horns brought the forest monarchs to the railway tracks, challenging the right of way with the iron monsters. A learned explanation of this phenomenon has been advanced by Mr. Douglas Gordon, C. N. R. President. Speaking about diesel horns, Mr. Gordon said:

"The devices should be capable of propagating sound waves covering the over-all frequencies between 200 and 650 cycles per second. No two devices of a group should emit frequencies closer than 20 per cent of each other and at least one of the devices comprising the group should cover the frequencies between 400 and 650 cycles per second. The combined sound level should not be less than 105 decibels on the periphery of a circle 100 feet in radius."

"I might add," Mr. Gordon said, "that we have had reports from some animal lovers to the effect that during the mating season the bull moose has mistaken the sound of the diesel klaxon for the vocal response of an amorous cow moose—with results that have been disastrous to the male animal."

"Small wonder when the poor creature had to adjust itself to a combined sound level not less than 105 decibels on the periphery of a circle 100 feet in radius!"

Crop Control Weakness

Those who count on compulsory acreage cuts in the United States next year to ease the pressure of surplus wheat, says the Financial Post, are likely to find themselves badly fooled. Less acreage does not necessarily mean less wheat. Weather is a much more important factor. With even 20% less acreage next year, American farmers could still produce a great deal of wheat, perhaps more than this season.

The only time Canada played with official crop control, the Post recalls, was during the last war. Most world markets were cut off and wheat was piling up so fast in Western Canada that all elevator space, temporary and permanent, was plugged. Farmers had to store great quantities in improvised storage where there was risk of all sorts of damage. Ottawa put on clamps. Acreage came down from the normal 26-27 millions to 21.5 millions in 1942. And what happened? It was the second largest wheat crop ever harvested, over 550 million bushels; 25% larger than 25% more

acres produced in 1946. The explanation, in the Post's opinion, is quite simple. When a farmer is ordered to cut acreage from 100 to 75 acres with the firm understanding that he will be paid a high price for every bushel the 75 acres will produce, what does he do? Naturally, he takes the poorest 25 acres out of production and concentrates on the land which gives him the biggest yield. With a smaller acreage to prepare he is able to give it better attention, more cultivation and more fertilizer and thus again boost the yield. "The best laid schemes o' mice an' men," as Plowman Burns observed, "gang aft a'gley."

Debunking The Pigeon Legend

Researchers have now proved to their own satisfaction that mice do not really like cheese—they much prefer peanut butter. More recently they have determined that cats should not eat mice because mice give them indigestion. But the pigeon legends seem to have fared worst of all at the hands of scientific investigators. Some months ago it was discovered that a pigeon who was supposed to be a world-beater in homing races actually had been riding much of the time on top of trains.

This incident, remarks an exchange, seems to have caused scientists to turn a fishy eye on the direction of pigeons generally. Researchers at Cambridge and at U. S. universities have come to the conclusion that, in spite of popular opinion, pigeons are loogans compared to many other wild birds at finding their way home. Recent return flights in Britain, in which the very cream of the pigeon world took part, showed that 25 per cent of the birds get lost on the way. Moreover, if those who did get home had not been carefully trained, a lot more would probably wander off into the wild blue yonder thinking they were homeward bound.

Untrained wild birds did a lot better. They were sent thousands of miles in enclosed boxes. They flew back to their home territory. They were taken thousands of miles the long way round. They flew straight back. They were even given anaesthetics to make sure they did not know where they were being taken. They flew back.

EDITORIAL NOTES

National Day of Malta, the George Cross Island, commemorating the successful defence by the Knights of St. John against the Turks in 1565.

It's back to school for junior, and now mother can look forward to a vacation lasting at least four and a half hours a day.

That politicians who vote for inflationary policies should have their salaries reduced, pari passu with inflation, while allowing them to benefit from any fall in the cost of living in an interesting proposal endorsed by the organ of the Canadian Manufacturers' Association. The practice, in this country at least, has been just the opposite.

Emile Gaboriau, French writer of detective novels, died this date 1873. He began by writing for the Parisian papers and became famous at once when his story "L'Affair Lerouge" was published in 1866. He quickly wrote others: "Le Crime d'Orcaival", "Monsieur Lecoq", "Les Esclaves de Paris", "La Vie Infernale" and "L'Argent des Autres".

All navies are interested in the displacement of their ships but the U. S. N. is also in process of determining the displacement of its seamen. To determine how much of an individual tar's body weight is fat the Navy is immersing him in water and comparing "displacement tonnage" with his weight in air.

A five per cent increase in milk production in Canada in the first six months of 1953 is reported by Dominion Bureau of Statistics. Total output amounted to 8,354 million pounds as compared with 7,926 million in the corresponding period of last year. June production was 2,115,000,000 up 6.5 per cent from the like months of 1952, and advance reports indicate another six per cent increase for July.

Off the west coast of Scotland, in the Outer Hebrides, 400 people who live on the small island of Bernera recently turned out in force to see the opening of a new bridge which now links their island to the much larger island of Lewis. Built of pre-stressed concrete girders the new bridge is the first of its type in Britain. The nine girders, each of them 108 feet long and weighing more than fifty tons, are built of concrete sections, strung together on metal cables. The cables are drawn taut by hydraulic pressure until the beam is rigid. Another unusual feature of the bridge is that the carriage-way is not level—the bridge runs uphill into Bernera.

Back-To-School Movement



The Poet's Corner

THE SIMPLON PASS Were fellow-travellers in this gloomy strait And with them did we journey several hours At a slow pace. The immeasurable Of woods decaying, never to be decayed, The stationary blasts of waterfalls, And in the narrow rent at every turn Winds thwisting winds, bewildered and forlorn, The torrents shooting from the clear blue sky, The rocks that muttered close upon our ears, Black drizzling crags that spake by the wayside As if a voice were in them, the sick sight And giddy prospect of the raving stream, The unfettered clouds and region of the Heavens, Tumult and peace, the darkness and the light— Were all like workings of one mind, Of the same face, blossoms upon one tree; Characters of the great Apocalypse, The types and symbols of Eternity, Of first, and last, and midst, and without end. —William Wordsworth

Old Charlottetown

FIRST FALCONWOOD HOSPITAL The old "Asylum for Insane Persons," as it was called before the name "Falconwood Hospital" was adopted, was built in 1879 on the present site of the institution on the north bank of the Hillsborough river. It was near to the old Falconwood House, once the seat of John Grube, Esq.,—later, the residence of Sir John Macdonald while he remained, an invalid, upon the island. In 1879 this building was crumbling to decay. To the left were the fields and steading of the Model Farm. Contractors for the Asylum building were Messrs. McIntosh and Dewar, who had some trouble at first with the foundation. Something of a novelty in this Province at the time was the indirect steam heating apparatus, which was installed by a Yarmouth firm. The architects were Messrs. Sterling and Harris, of Charlottetown. The structure was of brick, in the "domestic Gothic style," and consisted of an administration building, 212 by 51 feet, with a wing for patients extending westward from it a distance of 220 feet. From the administration building, 60 feet high, a tower rose to a distance of 104 feet, "commanding a fine view of the rivers, fields, woods, towns and farmsteads of the park-like country adjacent." The patients' apartments were constructed in three flats, each containing two wards and traversed by a corridor extending the whole length of the wing. At the west end of the patients' wing was a small hospital, isolated from other apartments, with nurses' room adjoining it. (The above account, taken from an old newspaper file, is particularly interesting in its reference to Sir John A. Macdonald's residence at Falconwood House. This occurred in the year 1870. Sir John, while in the Council Chamber of Parliament, was stricken on May 6 with a gallstone complaint and for many days could not be moved. On June 1, somewhat recovered, he was able to be transferred to the Speaker's chambers. On the following day, writes his biographer, Sir Joseph Pope, "he was sufficiently well to leave for Prince Edward Island, where the sea breezes completed the cure."

Sunken Treasure

(New York Herald Tribune) The two ships which divers have found and identified on the floor of Lake Champlain bring to mind some of the most vivid pages in American naval history. The Trumbull, a 123-ton galley, mounting twelve guns up to eighteen-pounders, was built at Skenesboro, on Lake Champlain, in 1776. The Enterprise, a seventy-ton sloop, mounting twelve four-pounders, was captured from the British in the fall of 1775 and formed, with the schooner Royal Savage and the Ketch Liberty, the nucleus of the American squadron on Lake Champlain in the crucial years 1776 and 1777.

In the naval armament race that followed the outbreak of the American Revolution the Americans were able to bring only fifteen or sixteen ships into action on Champlain waters before Oct. 11, 1776, when the first battle between an American and a British fleet took place off Valcour Island. The superior British numbers carried the day, and most of the American ships were sunk or captured, though the Trumbull and the Enterprise escaped. In the following year, as General Burgoyne advanced on Ticonderoga and the whole Champlain area seemed destined to fall into British hands, the two vessels, along with the remainder of the American lake squadron, were sacrificed.

The possibility of recovering such valuable relics after the lapse of 176 years should excite even the most torpid imagination. Mr. J. H. G. Pfl, director of the Fort Ticonderoga Association, under whose auspices the exploration were made, has expressed the hope that the vessels will be in condition to be raised and placed on view at the lake shore, Ticonderoga, which began undergoing restoration in 1909.

On the 22nd of September he returned to Ottawa, amid the acclamations of a whole people, who welcomed him as one risen from the dead."

The Age Old Story

Labour not for the meat which perisheth, but for that meat which endureth unto everlasting life, which the Son of man shall give unto you: for him hath God the Father sealed. . . . And this is the meat of all which he hath given me I should lose nothing, but should raise it up again at the last day. And this is the will of him that sent me, that every one which seeth the Son, and believeth on him, may have everlasting life: and I will raise him up at the last day. . . .

ENVOIUS EYES

TONBRIDGE, England. (CP)—Dozens of villages in east Kent are petitioning for electricity service. Big power cables carrying electricity to the cities pass through some villages still using oil lamps.

at the Champlain tercentenary, is an interesting and inspiring place to visit. With the Trumbull and Enterprise riding at anchor off shore, it should be irresistible.

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Notes By The Way

It used to be hard to keep the kids out of the old swimming hole. Now all you have to do is let the air out and roll it up. — Stratford Beacon-Herald.

Curiously, the dawdler is often astonished and sometimes indignant to be told he is a cause of many highway deaths. He believes, quite wrongly, that he is a very safe driver. — Edmonton Journal.

That people living along the sunny shores of the Mediterranean are the most addicted to gesticulating while talking is further demonstrated by the following warning posted in street cars in Algiers: "It is forbidden to speak to the conductor, who must use both hands to drive." — Pour Tous, Lausanne.

Throughout the centuries the British have gone in pretty heavily for the use of wigs. Even today the speaker of the House of Commons and some other high-placed Englishmen are required by tradition to wear the long, white powdered variety often shown in the history books. Although popular for a long time the periwig reached some sort of zenith in the eighteenth century. But here's a modern development. Wigs, or perhaps more accurately toupees, now come under the scope of national health insurance in England and cost only \$7. The former price was \$224 which meant a limited use of the adornments. Now demand is so brisk that 200 unemployed wig makers have been called back to practice their trade. — Kansas City Star.

Down in California, where almost everyone drives an automobile, it was decided to give high school students a course in driving before they graduated. It was necessary to provide cars so that boys and girls can be given actual experience behind a wheel on the highways. This costs a lot of money and here is how the plan is financed: All violators of traffic laws are charged an extra dollar for every \$20 they are mulcted. A dollar fine, or tax, is also assessed for each jail sentence. It is presumed the idea was sold by the gentle process of convincing citizens that such fines, or taxes, would result in safer driving, but it is doubtful if there will be fewer traffic violations, or perhaps it should be said, fewer prosecutions for traffic violations. — Winnipeg Tribune.

There have not been many good stories in the recent election campaign. It was too dull an affair. But here is a story which comes from Vancouver which we are assured is authentic. John G. Diefenbaker spoke in Vancouver on behalf of the Conservative Party. The chairman of the meeting was a Ford automobile dealer. He made a rather long and fluttering introduction to the speaker. As he was running out it was apparent that he could not think of the name of the speaker. He was fairly gasping for breath. Mr. Diefenbaker himself was hurriedly digging out a pencil and a sheet of paper, when the speaker suddenly brightened. He had it. In a burst of oratory he wound up "Ladies and gentlemen, I want to introduce to you our distinguished guest, speaker of the evening, Mr. John Studebaker." — A. R. F. in London Free Press.

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