

Eating and Drinking has been declared

By NEIL A. MATHESON Provincial - Farm Editor

LAST WEEK'S column on the early days of automobiles brought to many readers a thought you about some of their right away. I have not been able to pinpoint the year that the rule of the road was changed to "drive to the right"...

THE OPPOSITION was strong, some speeches were really vicious. Mr. Blanchard who recalls one Bedouque member who had a great gift of language and expressive gestures. Casseotte had said on him, "the retired teacher told me. 'We won't be able to keep our cows in the pasture, no fence will hold them the Bedouque man had thundered. If we allow those fence-snoos to run on our roads.'"

Union Road Was First Opened

BART HARDY, Union Road's first, told me this week his road was the first to be opened to cars and he is the only man still living who signed that agreement in 1913. Promoters of automobiles wanted that road, and they wanted a traffic light at the Cliff House, now the Stanhope Beach Inn, on the north side. After the fact had been accomplished "we had a big dinner at the Cliff House to celebrate the accomplishment."

Mr. Hardy is also the last surviving member of the P.E.I. group who went with the Canadian contingent of soldiers to Queen Victoria's Diamond Jubilee, in 1897 and he showed me the law was received from the hand of King Edward VII, who was then Prince of Wales.

ONE OF the calls directed me to W.C. Lawson, 60 Green Street. Mr. Lawson owned a 1913 Buick and he had a car manager, and he had some interesting recollections. He bought the car in 1913 and recalls it was quite an experience to make the return trip to Charlottetown on any day.

He was returning from Summerside when he got a stop signal from two men in a horse-drawn wagon. They leaned over the side of the road, by the time Mr. Lawson was driving past them. "The horse was out of control on the road several days later trying to stop motorists with a pitch fork."

Stuck in Mudhole Even In Summer

"WE WERE stuck a great deal in mudholes," even in the summer time that would happen after a heavy rain, he told me. Mr. Lawson recalls that he was on a government boat that looked after buoys, and B.H. Rogers, who was then superintendent of education, wanted to get out of Summerside one evening so they could catch the morning train to Charlottetown.

Mr. Lawson agreed to take them by his office closed, and he made Summerside in the morning. But he got stuck on a back road on the return trip—the main Western road wasn't open to cars—when he got into a mud hole. He had to get a team to haul him out, but that was only one of many similar experiences," he says.

THE FIRST car owned in Western Prince was purchased by B.J. Raynor on the Killdare Road who lived where Don Campbell lives. Mr. Raynor recalls that he was a prominent farmer and had owned an area which is a story in itself.

Recurring stories I had heard of a long swampy area on the Great Road, I asked Mr. Lawson about it. There were five miles of roadway road with logs laid crosswise on the top and you had to jump over them. If they covered the time, at first, it got shaken off, or filtered down through the timber by the movement of traffic. It made really rough going.

Early Incidents Recalled

I DROPPED in on John MacKenzie last Friday on my way across country from Crapaud and Westmoreland to Breadalbane, and found he had first-hand knowledge of several things I talked about last week.

John who lives in Rose Valley, was at Breadalbane the day Fred Weston's car arrived on a flat car from Summerside, and he helped him unload it. It had to come by railway because Mr. Weston was not allowed to take it over the roads. He drove the 34-mile country route Breadalbane to Victoria, and had canvassed the box holders and received their consent to use the car on the road. John thinks it was two years before the First car on the road, which started in 1914, though I think it must have been in 1913, for that's when the law was passed allowing cars to operate on the roads.

JOHN ALSO remembers the other incident I spoke about, when a prominent Charlottetown man stopped just in time to avoid having his tire pierced by that had been bent to a sharp on a plank, and buried in the sand at the bottom of a ship's hull.

The man was Sam Kennedy, later mayor of Charlottetown, whose son Sam and daughter Mrs. Ireta Sutherland, are well known in the town. He had the bulk of the car, which was being driven, and the group who had gathered near Neil Mackay's store if they knew anything about it.

There was a warning, "You can hear the first car in the late W.K. Rogers owned in 1904. "You could hear it a mile away," he recalls. Early cars were noisy, they didn't have the whirring quiet mufflers of modern times.

First Regulations Are Listed

SEVERAL HOURS hunting through old laws of the province, revealed some interesting regulations. The Motor Vehicle Act of 1922, for example, provided that the limit was 12 miles per hour in any city or incorporated town—it was changed to 15 M.P.H. in 1928.

The law limited the 10 M.P.H. on highways approaching an intersection, a steep descent, a bridge or if the operator had not a clear view of the road to at least 100 yards ahead. The law also specified that the limit was 12 miles per hour. The driver of the automobile had to stop when requested to do so, and slow to 12 miles per hour, when meeting a man "in charge of a house or other building, or when the driver was requested to avoid righting the animal."

THE ACT had one clause which prevented "strewing tacks, bits of glass, scraps of metal or other materials that are liable to injure or damage any motor vehicle." But the penalty for violators was light compared, for example, to the \$500 fine that had been provided 14 years earlier for a man who would drive a motor vehicle on a road, when the law cars were limited to six miles per hour on heavy vehicles with rubber tires that weighed more than four and one-half tons when loaded, and four miles per hour if the heavy vehicle had no steel tires. The total weight could not exceed 96 inches.

The Winter Comes...

With the first week of March over the world of nature starts to show evidence of new life. Whereas in December...

With the new hope there is still a long period of feeding for cattle, over two months and this year the hay certainly doesn't rain as severely as this evidenced by butter production being at its lowest level for many years.

This has been one of the finest winters on record with excellent travelling all the roads being a particular delight with their smooth wide surfaces and freedom from potholes.

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effective and interesting

effective and interesting medium of spreading information on a wide variety of agriculture topics and may well present a new era in extension. As an example the "Country Time" program sponsored by the P.E.I. Agricultural Association...

Over the years Farm Forum has employed radio to spread knowledge and information on social and economic matters related to agriculture and has in addition, fostered and encouraged group action on a variety of programs.

Prince County, not a single dam constructed or even started. Here with is another extract from the report of the P.E.I. Agricultural Association report - "Que" Mr. Hancock stated the "Que" Prince branch received \$500 from the department of industry and natural resources last year, with now much can you do with \$500?"

This committee, being of an inquiring mind would like to have a statement from the East Prince branch just what the machine was bogged down and awaiting assistance in becoming more efficient.

King's County also got the five hundred in question, and results obtained were practically zero. Most of them the machine was bogged down and awaiting assistance in becoming more efficient.

Both Kings and Prince were given the same opportunity to construct dams up to a thousand dollars worth. King's County sportsmen built one dam at Cardigan North on the McAulay Dam site that had been open for years.

It is not an overly large dam but has been a top producer nevertheless. An observer told me that in a ten day period last summer he produced 162 hundred and fifty dollar plate numbers which included every province in Canada.

There was a big zero for a dam that was not picked up by the department of industry and natural resources. The department concerned, stopped an enforced wait schedule last year. Constructive criticism has been made to allow the "fill" to be put out enough to keep it from spreading under the treads and unfavourable comment.

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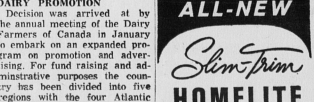
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