

THE GUARDIAN

Authorized as Second Class Mail Post Office Department, Ottawa. The Island Guardian Publishing Co. Editor and Managing Director, Ian A. Burnett, Associate Editor, Frank Walker. CIRCULATION "Covers Prince Edward Island like the dew" "The strongest memory is weaker than the weakest ink". CHARLOTTETOWN SATURDAY, NOV. 7, 1933

Home From The Fair

The Maritime Winter Fair winds up today at Amherst and visitors and exhibitors are returning to their homes, pleased for the most part at a highly successful and enjoyable exhibition. In its forty years of operation the fair has provided a show window where the steady improvement of livestock and produce in these Provinces can be demonstrated and consequently encouraged. This year as in the past it could be remarked that the runners-up would have been prize winners against the competition of previous years.

The exhibitors from this Province more than held their own in the general improvement in quality, particularly in the livestock and produce classes in which we tend to specialize. It should not be forgotten, however, that there were many classes of both in which the Island was not a serious contestant. The ideals and methods which have proved so successful in a number of fields can yet be applied on a long list of products.

The triumphant exhibitors who are returning should be joined in future years by others who will carry the Island's reputation for quality production into many more specialized fields. Our farmers are increasingly becoming interested in a variety of products for which even a few years ago there would not have been a sufficient market within easy reach. Today the Maritime market is expanding and at the same time transportation methods are being improved to make the long distance shipment of perishables an attractive proposition.

Forgotten Benefactors

Reference was made in these columns recently to a citizen of years gone by, Mr. Watson Duchemin, whose invention of the ball-bearing principle in machine production alone entitles him to lasting fame. Yet one will search in vain for any credit given for this achievement in such a comprehensive work as the Britannica Encyclopedia, which states merely that "engineers have collected much data on the design, application and operation of anti-friction bearings since their first use about 1880." About the same period as Mr. Duchemin was perfecting his ball-bearing design, another Charlottetown citizen, Mr. George Millner, had invented a seed drill (1871) and still another Islander, Mr. J. C. Stead of Covehead, had invented and patented a circulating generator for steam boilers. At a still earlier period, 1839, William Smallwood, of Lot 48 brought out an improved horse-power threshing machine, for which he received a grant of £10 from the local Legislature and a similar grant from the Central Agricultural Society. A more noteworthy case was that of the Rev. George A. Belcourt, parish priest at Rustico from 1839 to 1869, who in 1866 appeared at a tea party in Rustico driving a "steam carriage," apparently of his own invention and design, which antedated by nine years the appearance of the first steam automobile in the United States.

Technical textbooks are now used largely in our educational institutions, but where do we find reference to our Prince Edward Island inventors, or indeed to Canadian achievements at all in this respect? A correspondent in the Toronto Globe and Mail calls attention to this omission in a forceful letter. In 1933, he notes, the Canadian Government did bring out a postage stamp to draw attention to the Canadian-built "Royal William," the first vessel to cross the Atlantic under steam. But what about Benjamin Tibbits, of Fredericton, N. B., who invented the compound steam engine that drove the sailing ships off the seas? Who knows anything about Robert Foulis, of Saint John, N. B., who invented the steam fog horn, or of John Sharpe, of Hamilton, Ont., who was building sleeping cars for the Great Western Railway seven years before the Pullman car was produced, or of Thomas Ahearn, of Ottawa, who invented the first electric stove? Not a city in the United States could make a street railway operate until Wright and Vandepole invented the trolley pole, in Toronto, in the summer of 1833. It was another Canadian, John Thompson, of Napanea, Upper Canada, who first demonstrated that paper could be made from wood pulp; and it was Newton Gisborne, of Halifax, N.S., who thought up the idea of insulating a wire against the corrosive action of sea water and joined Prince Edward Is-

land and New Brunswick by submarine telegraph cable, the first demonstration in world history of such a possibility.

The subject, as the Globe and Mail correspondent says, could be projected through insulin, the electron microscope, Marquis wheat, the first batteryless radio and a dozen other examples. Canada has an inspiring record of "firsts" in mechanical and scientific achievements, and it is high time that our reference books were revised to give credit where it is due. In many cases these inventions brought little monetary returns to the inventors, but their names at least should be preserved in the land of their birth.

Strange Gifts

A leopard which is on its way to Sir Winston Churchill is the type of gift that might be embarrassing, but by this time Sir Winston, at least, should be accustomed to this sort of thing. The Manchester Guardian recalls that in 1942 Dr. Evatt made him a present of two black swans. "Australia owes you a lot," he said, "but I don't suppose there is anything you want." The Prime Minister, a keen ornithologist, replied: "Yes, there is. Two black swans."

On another occasion, Sir Winston accepted the gift of an African lion, on condition he was not expected to keep it at Downing Street or Chequers. The lion went, as one might expect, to Regent's Park.

When he returned from the United States in 1942, Mr. Churchill was expected to take back with him in the form of gifts from American citizens boxes of onions, crates of eggs, dozens of oranges, 5,000 cigars, an assortment of corn-cob pipes, catnip for the Churchill cats, two bottles of Napoleon brandy, soap dishes, mince-pies, boxes of chocolates, a copy of George Washington's will, and a copy of the Book of Mormon. Oddly enough, no live animals seem to have been included.

EDITORIAL NOTES

Tomorrow, the 23rd Sunday after Trinity, 24th Sunday after Pentecost.

Tomorrow, Remembrance Day in the United Kingdom.

Winter weather is covering the whole of this country and most of the United States. No one wants it to be unduly severe, of course, but merchants are glad to see clear signs of the transition from one season to another.

Canada's wide experience in Arctic conditions may be called upon by Australia, indeed certain types of equipment have already been supplied by this country for Australia's first scientific station in Antarctica which will be established early next year.

The state of Swat is not generally thought of as being particularly modern but oddly enough it is an agricultural country with the three-hour day. Work is limited to from 8 until 11 in order that all may be occupied. The result is not a particularly high standard of living but a very fair amount of security.

As the Maritime Winter Fair draws to a close Islanders can feel satisfaction in the remarkable showing made by exhibits from this Province. The fact that the standard of exhibits has been improving each year makes their success all the more remarkable. No complacency can be permitted, however, for it is only by not merely matching quality elsewhere but by producing really superior products that our markets can be expanded.

From Flin Flon comes the suggestion that the western Provinces be taken apart and put together regionally. The idea, supported by the local Chamber of Commerce, is to unite the southern portion of Manitoba, Saskatchewan and Alberta into one Province and similarly form a second Province, to be called Pre-Cambria, out of their northern extremities. The suggestion reflects the growing importance of the north-land and while the three Provinces will undoubtedly refuse to lose their identity, there is sound reason behind the proposal to organize the rapidly-developing north.

Li Hung Chang, Chinese statesman, died this date 1901. In 1864 he became governor of the Kiang provinces and on the outbreak of the Taiping rebellion in 1866 he again took the field and succeeded in suppressing movement, with the aid of Gordon's forces. He subsequently became viceroy of Tientsin, a position he held to his death. He tried hard to reorganize the naval and military forces but could not stop the Japanese. He negotiated the peace on behalf of the emperor, recognizing the independence of Korea. He also did much to bring about peace after the Boxer movement.



PUBLIC FORUM

This column is open to the discussion by correspondents of questions of interest. The Guardian does not necessarily endorse the opinion of correspondents.

LIQUOR LORDS

Sir—I have before me a picture of a Lord, symbol of the distinguished man, a man who has made for himself a name, in this case, in the realm of sport, surrounded, as he is, with the trophies of his victories. He is cultured, always master of himself, never takes too much, always smiling, always happy.

Notes By The Way

The new look in fashions is always greeted by the same old sneer. — Hamilton Spectator.

A new British jet warplane is the Venom, which indicates that the R.A.F. always superb technicality is about to catch up in the old Chinese art of thinking up ferocious nick-names. — Winnipeg Tribune.

Establishment of 21 university scholarships by the Ford Motor Company of Canada, Limited, will provide splendid opportunities for an equal number of bright and deserving young men and women. Sons and daughters (as well as adopted children and stepchildren) of Ford employees below rank of general foreman, all across Canada, are eligible. The scholarships, covering tuition, academic fees, room and board, will be awarded over the next three years. The first winners will be able to enrol in the accredited university or college of their choice next September. — Windsor Daily Star.

The whole trouble with Britain is that its people haven't got a high-class sense of spiritual values like the people of Alberta. This discovery has been made by Premier Ernest Manning of Alberta, an outstanding expert on the spiritual values of Social Credit politics, who was in Britain for the Coronation and apparently spent his spare time nosing around to find out what was wrong with the place, and with the people. "Their life revolves around the dog races," Mr. Manning announced to an audience of medical men in Edmonton. The British people had great fortitude and stability but they were spiritually "backward", and unless the country regained its sense of spiritual values it would never recover its world status. Other things which were wrong with the British were that they lacked a sense of personal responsibility, they were confident everything would work out in the

ing at Halifax. She was soon followed by the fine steamer "Francia", and thanks to the enterprise of Messrs. Snow, of Boston, we have seen a steamer leave every week for Boston. These American boats have materially influenced the price of many articles in the Charlottetown markets; and should a line of steamers be established between Nova Scotia and Newfoundland, touching at Charlottetown and St. Pierre, the farmers from one end of this Island to the other would be materially benefited. — The Islander, Dec. 30, 1864.

I am, Sir, etc., W. I. GREEN Stanley Bridge.

Old Charlottetown

(And P. E. L.)

LOCAL IMPROVEMENTS

"Our little capital has not been improved as much as we think it should have been during the past year. We are still without a Market House, and the commodious Hotel, so much required, is still to be built. A few private houses have been erected. The new Wesleyan Chapel, and the new Roman Catholic Hall on Pownall Street, have been completed. Wharf and warehouse accommodation has been extended, and to the great advantage of the Colony, efficient steam communication with the adjoining Provinces has been established by means of boats owned in the Island.

"It is very creditable to our small mercantile community that a few merchants should have subscribed upwards of £20,000 and invested it in the steamers which during the past season have maintained regular communication with Nova Scotia and New Brunswick, seven times a week.

"Ere the 'Princess of Wales' reached the Island, the 'Commerce', an American screw-boat, was placed on the route between Charlottetown and Boston, touch-

The Island Invites



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The Passing Scene

By Observer

MAROONED ON BOUGHTEN IS.

How do men react to an uncomfortable situation forced upon them by November's surly temper? With what grace do they accept the decision of the rough North wind? What do they talk about? How do they await the opening of the eyelids of the morn?

This will be the first of two articles designed to tell how three men, whom I will call A, B, and C, reacted to such a situation.

It all started when A suggested to B that a day's hunting on Boughten Island would be just about ideal and B, always easily persuaded in such matters, agreed with him. There was one little flaw in the idealistic prospect—they would have to cover the mile-wide strait separating the Island from Launching in a dory and that, of course, meant rowing. Rowing, in turn, would mean muscular exertion which neither A nor B anticipated with rapture.

However, it was a small matter for, according to A, his friend C, was at Launching ready to join the party. Fortunately, rowing was C's favourite exercise. Too much wind would, of course, be bad but A, who knows a good deal about weather signs, was reasonably certain that there would be no great difficulty on that score.

9 a.m. saw the three eager hunters landed safely and in good spirits on the abandoned shores of Boughten Island. At the cottage (a mile or so from the beach), which the owner had generously loaned to the party for the day, they checked their supplies. There were three guns, an adequate number of shells, food enough for one good snack, tea enough for three cups each, but no stronger beverage, not even a "little drop in case of sickness". An axe and six quite natural looking decoys added utilitarian and psychological touches respectively.

The strategy was very simple. They would journey another 1/2 mile to the pond, hide in the "blind", and pick off the birds as they came in to fraternize with their synthetic relations.

By five o'clock the three were back to the dory with no ducks but with plenty of alibis which have about the same general effect. By this time, however, the weather had changed considerably from its soft mood of the morning. In fact, it was blowing so hard that even C was impressed "there's only one thing to do," he announced, "go back to the cottage for the night!"

"This wasn't an exactly pleasant prospect, since they had no food, no tea, no bedding, and no light, but the prospect of being blown out to sea was, "there's only one thing to do," he announced, "go back to the cottage for the night!"

"One cheering circumstance among a lot of more or less depressing ones was that there was a good stove in the cottage, and plenty

of old boards lying around outside. And, as mentioned above, there was a good sharp axe waiting to be put to work.

B, who I am sorry to say is much given to growing, spent the first two or three hours of the vigil in going over the situation and summing up its gloomy possibilities. The weather would probably get worse instead of better. They might be marooned for week or even longer. How fool had been to make the trip at all! What A knew about weather signs could be put down on a postage stamp and that would still be some room left for other things. There were no ducks on Boughten Island, anyway, or how could he share in that matter. How could he share in the morning, having no razor, and how could anyone sleep with his clothes on?

A, the sponsor of the trip, seeking to justify himself, professed to take things differently. What was the good of philosophizing if it didn't outlast one night of discomfort? The wind was bound to come down in the morning, it always does. And, even if they had to stay on the Island a week, what of it? There were plenty of worse places in the world and a lot of good people had spent their lives there without complaining. In any case, there was no danger of their going hungry, for there were plenty of gulls, rock lobsters, and the most luscious mussels in the world. There must be something "radical" wrong with a man who could not live on such fare for a week or even two weeks.

In brief, there were so many good things to consider that it was foolish and wicked to talk about the little inconveniences. And, best of all, he wouldn't have to share in the morning. He had him tell it, one of the best things that can happen to any man is to get marooned on an abandoned island.

C had only one regret. He had not brought along a package of Leo-Bacon. A man can go a long time without food or sleep so long as he has plenty of tea to keep his spirits up.

(More about this trip on Tuesday)

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