

THE GUARDIAN

Authorized as Second Class Mail Post Office Department, Ottawa. The Island Guardian Publishing Co. President and Associate Editor, 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, FRIDAY, SEPT. 5, 1952

Constitutional Amendment

A constitutional assembly for Canada to frame a new constitution was proposed by the British Columbia section to the annual meeting of the Canadian Bar Association now meeting in Vancouver. The idea is, of course, that such an assembly would be more ready to make sweeping changes than would be possible to any combination of existing governments and parliaments. Whether the Canadian people are anxious for sweeping changes is another matter. The present situation is that the Provincial Legislatures can amend their own constitutions, except for the office of Lieutenant Governor, and the Federal Parliament since 1949 has enjoyed the same power within its own sphere. What remains is to determine an acceptable method of passing amendments to the constitution which involve both provincial and federal matters, for instance the exchange of powers between Ottawa and the Provinces.

Until some internal machinery for this last class of amendment is adopted the procedure continues to be that amendments are made by the Parliament at Westminster on the joint resolution of the Senate and House of Commons of Canada, although there has been at least one amendment made merely at the request of the Governor-General-in-Council.

Any method of amendment adopted must, of course, provide special safeguards for Quebec's rights in regard to language and education. Other and lesser safeguards are desirable in regard to particular terms of union, probably the consent of the Province concerned, while most matters could well be dealt with by Federal legislation passed with the consent of a majority of the Provinces.

There must, of course, be some method of overcoming the veto power of the Senate. Probably it would be sufficient to limit such power to exercise on a single occasion for any particular measure which is otherwise validly passed.

Once the machinery is set up it will be possible to deal with any proposed constitutional amendments, drastic or otherwise. A constitutional assembly such as is proposed in the resolution before the Canadian Bar Association would be faced with an almost impossible task of draftsmanship, of which amending machinery would be one small part.

Literary Centennial

Who now reads "Uncle Tom's Cabin?" The Ontario Historical Society has issued a pamphlet by Dr. Fred Landon, historian and former vice-chancellor of the University of Western Ontario, to mark the hundredth anniversary of the first publication of this once-famous book by Harriet Beecher Stowe, which played a tremendous part in the abolition of slavery in the United States. The following extracts from Dr. Landon's pamphlet show the influence it exerted in this country as well:

"The appearance of Mrs. Stowe's book coincided with two closely related events that were in the public eye in Canada. The first of these was the large migration of Negroes from the Northern States which followed the signing of the Fugitive Slave Bill by President Fillmore on 18 September 1850. With the passing of this bill the Northern States were no longer a safe refuge for people of color, whether they were actually free or were runaways from Southern plantations. The number of these people migrating to Canada during the winter of 1850-51 has been estimated at a figure as high as 5,000, and the movement continued in the succeeding years so that the total for the decade may have been four times the above figure.

"The second event, arising out of the first, was the organization at Toronto early in 1851 of the Anti-Slavery Society of Canada. The Rev. Michael Willis, D.D., principal of Knox Presbyterian College, was the first president, and he continued in that office until the close of the Civil War when the Society ceased to exist. . . . The way had thus been paved for a prompt recognition of Mrs. Stowe's book by the constant arrival in Canada of fugitives from slavery and by the measures already taken on their behalf.

"Readers of the book must have been considerably influenced in their sentiment and thought by the light which it threw

upon the slavery system. Sir Wilfrid Laurier, late in life, recalled in a public address that as a youth in a Montreal law office he had come to pronounced anti-slavery views by reading Uncle Tom's Cabin. His experience was probably that of many another young Canadian of that day, for in Canada, as in the United States, the novel converted by its emotional appeal many who had remained quite unmoved by the long debate over the question."

Farm Climatology

Every year ought to be a year of bumper crops, provided there is no catastrophe that science cannot foresee or control, according to Dr. Warren Thornthwaite, Professor of Climatology at Johns Hopkins, as reported in the New York Times.

It seems that climate is more important to the farmer than weather, although the meteorologist has tended to pay less attention to it in recent years. Climate, also, varies locally—varies from one part of a fairly big farm to another and these variations have to be considered.

On a 10,000 acre vegetable farm in New Jersey the university maintains no less than fifty-five weather stations and a climatology laboratory claimed to be the centre of one of the first truly revolutionary movements in agriculture since the tractor replaced the horse.

As with other developments, however, scientific climatology will make more demands on the farmer as well as giving greater returns. He will have to know some physics and mathematics and how to analyze and interpret climatological facts to make full use of sunshine and temperature which are controlling factors in rate of plant growth.

EDITORIAL NOTES

A novel type of watch has been presented in Paris. Termed an "electronic" watch, it is powered by a tiny battery and would probably be better described as "electric."

Sir Charles Edward Madden, English admiral, was born this date 1862. He took a prominent part in naval design under Lord Fisher when the "Dreadnaught" was laid down. He was present at Jutland and was Jellicoe's chief of staff. He became commander-in-chief of the Atlantic fleet in 1922 and First Sea Lord in 1927. He retired in 1930.

The Americans heartily enjoy their politics, and are constantly thinking up new wrinkles to add spice to the campaigning. Now they have introduced cigarettes, so that the smoker may indicate his voting preference. He may buy a Republican brand marked with red stripes and Eisenhower's picture, or the Democratic brand with blue stripes and Stevenson's picture. The sale of the two brands from month to month, is supposed to indicate the gain or loss in prestige of the respective candidates.

Americans no longer get mad when we discount their dollars. The first and natural reaction to the turning of the exchange tables was a natural one and practically all Canadians were more than willing to absorb the original trifling discount in order to avoid what at least was an obvious embarrassment. Today few can afford the cost of parity, and the Americans are convinced that Canadians give good value for their money regardless of the difference in exchange.

Electrification of Prince Edward Island farms although somewhat slower than the last couple of years, is still going forward. About 240 farms have had electricity made available to them for the first time, and another 100 farms have hooked up to power lines which have been in existence for a year or more. In addition to the many practical advantages of electricity on the farm, the eliminating of extensive use of inflammable fluids, cuts down on what is probably the worst hazard on Canadian farms. Fire destroys many farm homes each year and during the same period causes the deaths of about 140 persons in Canada.

"I wish the children did not grow so fast. Soon they won't be needing me," is the remark made by many a mother who at the same time utters a prayer of thanks that her wish would not be realized. That prayer is sometimes forgotten by politicians and others who see in growth and development, their personal extinction. If the clock could be stopped, if change could be averted, these people think they would be happy. Fortunately even the most powerful personality must in time yield to the forces held in check. Yet what a world of good would result if a re-examination of motives convinced these same people that the power of their personality might more fittingly be utilized and preserved by cooperation with the threatening forces.

They're Expecting



Notes By The Way

During his period of office the late Sir Stafford Cripps seemed the embodiment of austerity. He enforced a rigorous policy on his fellow-countrymen. But he followed the same course himself. Probate of his will reveals that the man who gave up a practice bringing him in around \$100,000 a year to enter the public service left about \$43,000. He certainly practised the austerity he preached.—London Free Press.

Juvenile cyclists are always an unpredictable factor in traffic. No one, including themselves, can know what they are going to do next. But the situation requires something more than parental advice and instruction. How about setting a minimum age at which children can legally take their bicycles into public places? Traffic Superintendent Lloyd himself suggests fixing this age at 10 years. It is true that some people are accomplished riders at eight and some are atrocious riders at 50. But on the average, 10 years would seem to be a safe and reasonable age at which to permit bicycle riding on public streets.—Vancouver Sun.

The director of safety education for the Automobile Club of Missouri says back seat drivers are a safety asset. He listed the rules for back seat drivers: Keep talking to the driver, if his answers are vague, he's unfit to drive; mis-read a road sign, if the driver doesn't correct you get him away from the wheel; insult the driver, if he doesn't react quickly he's probably too tired to drive safely. The safety expert may know what he's talking about. Personally, if our back seat driver does any of the things he suggests we're sure we'll react in such a way that will endanger not only traffic but our marital status as well.—Detroit Free Press.

One of the problems in urban centres is provided by groups of young men who hang around street corners and make a nuisance of themselves. They get in the way of pedestrians, leer at women and, sometimes, are nasty and lewd in their remarks. It would be interesting to have a

The Poet's Corner

SONNET You will remember me in days to come, With love, or pride, or pity, or contempt, So will my friends (not many friends, yet some), When this my life will be a dream out-dream: And one, remembering friendship by the fire, And one, remembering love time in the dark, And one, remembering unfulfilled desire, Will sigh, perhaps, yet be beside the mark: For this my body with its wandering ghost Is nothing solely but an empty grange, Dark in a night that owls inhabit most, Yet when the King rides by there comes a change, The windows gleam, the cressets' fiery hair Blasts the blown branch and brauly lodges there. —John Massfield.

The Age-Old Story

Fear not, little flock; for it is your Father's good pleasure to give you the kingdom.

psychiatrist analyze their minds — or what passes for the minds of some of them. Presumably they think they are smart with their remarks and their antics. Yet both antics and remarks betray their ignorance if they knew what people thought of them — or were capable of caring, — they would go home and hide their heads in shame. Eight such louts were fined \$5 each in a Windsor court. It should be a warning to them, and to other like characters. There is no reason why decent people should have to tolerate the likes of them.—Windsor Star.

Trailer families, if they gather in numbers, must tax school and municipal service facilities. Yet these things are supported by property taxes. Trailer dwellers pay many, many taxes, but not on real estate, apart from the small portion they occupy in a trailer parking lot. Then, too, extreme mobility is the opposite of what our forebears were thinking of when they laid out our social system. It was designed for a settled people with an established home. It was meant for people who would live in a town and send down roots. A group of mechanized nomads is something new and strange as part of our people. Yet signs point to an increasing number of travelling families, taking their homes with them.—Cornwall Standard-Freeholder.

A spinner of fairy tales or an imaginative poet should be at home in the clouds that veil Italia in the Mantiquera ranges bordering Minas Geraes and Sao Paulo, for the very names sing. That a violet-blue frog should be found on this 10,000-foot peak in Brazil is therefore not too surprising. There's no imagination about it, however, for this high-altitude amphibian, as the despatch describes it, as found by Dr. Bertha Lutz of the National Museum of Brazil. Scientists are intrigued, for a frog with a purple back, spotted with old gold and a stomach of deep violet-blue suffused with gold and pink, has never been seen before. And to add to its charm, this creature of cloudland sings like a bird!—Edmonton Journal.

Relics of the past form a nation's richest heritage, but from the manner in which Ontario has been carelessly tossing away some of its greatest links with past history you'd never know it. Incidences of this thoughtlessness are legion. We recall the story of how Champlain erected a huge wooden cross on the shores of Trout Lake more than 300 years ago. A few years back it was chopped up for firewood and burned. There is the example, too, of a 155-year-old house near Toronto, once occupied by Governor John Graves Simcoe, which is to be razed to make room for a supermarket. But the most recent is the case of an archaeological site on Manitoulin Island which faces the threat of wholesale looting because our laws do not protect such sites.—North Bay Nugget.

The Department of Travel and Publicity is to be thanked for its decision to leave the tourist bureau at the Detroit-Windsor Tunnel in operation until November 30, though that at the Ambassador Bridge will close September 7. Both had been ordered closed on the latter date. Tourist business does taper off after the Labor Day weekend. But there still is a substantial inflow of visitors through Windsor after that and particularly during the hunting season. It would be very foolish, just to save a few dollars, to close the tourists' bureaus so early. Last year that at the Tunnel was kept open until November 30 and at the Ridge until September 20. It would be wise to keep the latter open until the same date this year.—Windsor Star

Industrious Ben Franklin

(Journal of Calendar Reform) Behind the calendar of today lie centuries of research, confusion, adventure and romance, all occasioned by man's ceaseless effort to nail down time to an accurate schedule of measurement. The year 1952 marks the 200th anniversary of the calendar as it is known and used in America today. It was in 1752 that the English-speaking world finally decided to get in step with nearly everyone else by adopting the Gregorian system.

Special note of the bi-centenary is being taken by Brown and Bigelow, world's largest calendar printers. Their official house calendar this year bears the picture of Benjamin Franklin, whose name is synonymous with the early development of the calendar industry in America. His Poor Richard's Almanac was a standard in all colonial offices, homes and public places. When the September 1752 change was ordered in the calendar, with the dropping of eleven days, it was no easy task for a busy English-speaking world to absorb the dramatic revision Franklin did not allow the change to pass unnoticed. He devoted the various ways man had tried to measure time, and reasons for the sudden switch to a new system.

Old Charlottetown (And P. E. I.)

ISLAND SHIP WRECKED

The following despatch from Baltimore dated Jan. 9, 1881, was carried in local newspapers at the time: "The ship 'Gustav Adolf', which arrived at this port yesterday, brought the crew of the brig 'D. W. Hennessy', from Charlottetown, P. E. I., bound for Philadelphia. Capt. J. J. Hennessy, of the brig 'Hennessy' says that his vessel left Charlottetown on Nov. 20 with a cargo of potatoes. From Nov. 20 to Dec. 25 the trip was open uneventful, but on Dec. 26, when its vessel was about 100 miles east by south of Cape Henry, she was struck by a furious storm of wind and hail. The vessel was lying to under a reefed main staysail when the gale burst upon her, but shortly that sail gave way and was blown to tatters. "The sea meanwhile had have the brig on her beam ends, shifted the cargo, smashed the cabin, and swept everything moveable from the deck, including the lifeboat. The water rushed with great force through the windows and doors and out again, through the windows on the lee side, carrying destruction with it. The captain, having abandoned all hope, devoted himself to keeping the vessel from sinking. From 4 p.m. Dec. 26 until noon, Dec. 27, all hands were kept at intervals at the pumps working for their lives. While at the pumps on Dec. 26, Alfred Landry was swept off by a huge wave. It was impossible to save his life. "About noon, Dec. 27, the barque 'Ardie H. Cann', Capt. Haines, from Yarmouth, N. S., for this port, was sighted and signalled. The 'Cann' manned two of her boats and sent them to the rescue. The captain and crew of the 'Hennessy' were taken off and placed on board the 'Cann', where they received the kindest treatment. When the 'Hennessy' was abandoned she had four feet of water in her hold. Captain Hennessy and his men were carried to the Patuxent River by the 'Cann', where they arrived on Tuesday of this week and were transferred to the Russian ship 'Gustav Adolf'. The other members of the crew were George W. Hennessy, mate; Daniel Webster, second mate; James Hennessy, cook; and Thomas Langley and Frank Skinner, seamen."

In Salvador, military men on active service have no right to vote

Helicopter Bus To Link Centres In Old Country

(Lord Douglas of Kirtleside, chairman of British European Airways, in the London Observer)

The experiments successfully concluded at the South Bank are a pointer to the course of development of the helicopter as the fastest means of transport between cities up to 300 miles apart.

For at the South Bank Londoners may one day see the first helicopter air station sited in the heart of a British city. We have reached a point when we can look forward with confidence to passenger services by large helicopters over the shorter domestic and international routes of British European Airways. It will be some years, however, before these services can be started; it will indeed be longer than some optimists have indicated.

The great advantage of the helicopter is obvious; it can land upon and take off from an open space of about one hundred and twenty yards diameter in the centre of cities, and so eliminate the time and tedium of journeys to and from airports. It means, in fact, direct travel from city centre to city centre. Thus, over distances ranging from about 50 to 300 miles, the helicopter is the fastest of all means of transport.

For instance, the scheduled time of flight of the British European Airways West Wing service between London and Paris is 1 hour and 20 minutes; but the passenger spends about 40 minutes in a bus travelling from the centre of London to London Airport and another 30 minutes from Le Bourget Airport to the centre of Paris. The whole journey therefore takes a minimum of two and a half hours.

With a helicopter, flying at only 150 m.p.h. from, say, the South Bank in London to Les Invalides in Paris, the journey would take only about 1 hour, 30 minutes. This helicopter will, for a journey between London and Paris, beat the fastest transport aircraft in the world today.

Moreover—and this is perhaps of even greater interest to British air travellers—one can visualize a network of helicopter bus routes connecting the large and medium-sized cities and towns of the British Isles, many of which are too close together for time-saving and economic fixed wing services.

In time the familiar cross-country bus will be a helicopter, which will rise up from the market place instead of having to weave slowly through crowded streets. It will bring great benefits in quick, clean and simple travel to all.

BEA have already flown a number of experimental passenger helicopter services, notably between London and Birmingham and between Liverpool and Cardiff. Valuable lessons were learnt, but only small helicopters capable of carrying three passengers, and unsuitable for flight over cities were available. These small machines 1960.

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