

P.E.I. Teachers' Federation

GENERAL SECRETARY'S REPORT FOR THE YEAR 1950-51

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New Executive

Since our last fall convention in 1950 a new slate of officers were chosen by your Board of Governors in annual convention: President—Miss Mabel O'Brien, First Vice-President—Elmer Pin-... Second Vice-President—Earle... Recording Sec'y—Norman Mac-... Sec'y—Treasurer—Miss Mabel...

Printing Act of Incorporation

In the fall of 1950, the Governors decided upon most of the recommendations of a committee headed by John Connolly to make improved changes in our Act of Incorporation and By-Laws. Following the wishes of the Board, 1000 new copies of the Act were available, and will be sent out to each teacher with the first fall newsletter.

Local Convention Presidents

It has now become established policy to have those local presidents not already on the executive also attend in particular the annual meeting in the fall, the Eastern meeting, the spring meeting for planning fall conventions and any other important meeting where the advice of the presidents would be deemed advisable.

P. W. C. Alumni Association

Our Federation is represented on the P. W. C. Alumni Association by the Misses Catherine Wallace, Gertrude Villett, and Mabel O'Brien.

Educational Publicity Committee

The Educational Publicity Committee headed by Miss Estelle Bowness, conducted their business with a two-fold aim: First, to make it apparent to the people of our Province that our present system of education is not the best. Second, to let them see what might be done with the concerted action of ratepayers, Department of Education, and teachers.

Following up the idea of last May, 1950, when representatives from the Federation of Agriculture, the Canadian Legion, and the Women's Institute met to discuss educational problems, the Federation chose representatives from several provincial organizations as a committee to arrange for Education Week.

For the first time in our history, we had on our committee representatives from Canadian Association for Adult Education, Canadian Education Association, Canadian Chamber of Commerce, School Trustees, Canadian Federation of Agriculture, Canadian Legion, Women's Institutes, P. E. I. Fisheries Federation, Teachers' Federation, and the Press and Radio. In addition to the above groups, we received the co-operation of clergy and Home and School Associations.

The president of our general committee, Miss Bowness, reports that "results were most gratifying as far as I could hear and see." The Island Legion conducted a provincial essay contest for Education Week, selecting the topic, "checking the essays, and donating prizes. A prominent insurance company donated a generous grand prize for a provincial poster contest sponsored by the Federation. Such activities on the part of the public indicates an awakening in the interest of things educational.

Miss Bowness concluded her Education Week report by stating, "In looking back over the week's activities, one wonders if anything worthwhile was gained by the hubbub over Education Everybody's Business. Yes, I think that in many localities people are mulling over this question of education, and I believe that we, the Teachers' Federation, can feel that we had some small share in arousing this interest; but they are beginning to realize that schools can be better and that their children might have an education suited to their peculiar need. Yet, are the parents aware that with a modern school and improved curriculum the motivating force is the teacher, and unless the teacher is fully qualified and properly trained, the best is lost? How can we teachers stress the need for higher salaries which is the first essential? I think our proper task of public relations now, is to convince some of those interested groups and have them carry the truth to the people. Let us get them to see that just anyone can't teach school." Copies of Dr. Laycock's New Schools For Old were sent to each Home and School for study purposes.

Our Federation has one teacher representative on the Advisory Council of Education. This representative is the voice of the Fed-

ration, and represents the Island teacher in all his thinking and speaking.

Pension

Pension Commissioners Liddle and Matheson as advised by the Board of Governors requested the Government to (1) delete the age proviso for retirement after 30 years' teaching; and (2) to make a contribution to our fund. Both requests were acted upon. Your Federation plan to continue to press for the adoption of these two requests.

Textbook and Curriculum

The Department of Education have made the following changes in textbooks for 1950-51: VI-VII-VIII histories; VII-VIII-X readers; VII-VIII French; IX mathematics; and X English. As requested by the Federation, the Department of Education operated by making plans for conducting a summer school whereby there would be brought into the province an educational authority from Toronto to conduct classes in Educational Psychology and Methods. The response was not at all encouraging.

Money Available for Locals

At the request of the Charlottetown Institute, the Governors voted \$75 for each of the 11 locals who made requests for funds to carry out some local program. Such projects must be acceptable to the Federation before the granting of the money.

Salary

In general, the Government has made no increase since 1947. Thus, we find that out of 709 teachers 29 are receiving in the 600's; 127 are receiving less than \$1000; 451, less than \$1200; and only 25 are in the class receiving \$2000 or over. Island average for Grades 1-X is \$1205. Island average for rural teacher, \$1068. Island average for urban teacher, \$1871.

Of the 1068 paid to rural teachers, the district on the average pays \$315 and the Government, 753; and of the \$1871 paid to urban teachers, the district pays \$937 and the Government \$934. The reason the urban teacher receives more from the Government is that his tenure is higher and his class of license on the average.

Early in the year, 1951, a delegation from the Teachers' Federation met the Government to ask for a salary increase. At a meeting of the Board of Governors previous to the annual convention, J. R. Murphy reported that he had gone to the Minister of Education to find out definitely what the Government were doing re the salary request, and was told that definitely there is no money. The meeting suggested that a delegation should again meet the Government, this time preferably the whole Legislature. You know the rest of the story, how the debate suddenly and unexpectedly collapsed, thus making our meeting impossible. Thus, what had been intended as a final effort before the Legislature closed, turned out to be a complete rebuff of our well-intentioned plans.

Federal Aid

The Federal-Provincial Conference did not deal, as expected, with the matter of Federal aid. A few months ago when it was known that a vote was coming up in the Commons on the matter of Federal aid, our three M. P.'s were asked to support the question. In reply, one clearly indicated his sympathy and interest, but being an assistant to a Minister, did not see his way clear to vote YES. One member was absent for the vote, though he wrote, "I have supported and will do so again as in the past any proposed legislation in this respect"; one member definitely and unequivocally voted YES.

The very praiseworthy and challenging brochure on Federal aid prepared by our national secretary has been well distributed throughout the Province, where, it is hoped, it may fall on fertile ground and bring forth much fruit.

C. T. F. Convention

For the first time in almost 30

NEWSY NOTES

By J. A. Clark, D.Sc.

Improved Roads

The first improved road of which we have any record is described by Herodotus as an Egyptian road built for transporting the material for building the "Great Pyramid." He stated that it required the labour of 100,000 men for ten years. It was ten feet thick in places, and was built of massive stone blocks. Traces of this road near the pyramid have been found. The Romans have given us the first authentic record of improved road building. One of the first great roads was the Appian Way, that was started in 312 B. C. They built their roads straight wherever possible; their solidity has never been excelled. These roads were drained by a deep ditch on either side. The four layers of stone and mortar that formed the road were fourteen feet wide and often three feet or more in thickness. Sections of these Roman roads are still in use after 2,000 years. In England, some of them have been reopened after being modernized. No better foundation for a road has been found.

Turnpike Roads

The turnpike roads originated in France and England. Many of these were built by "Turnpike Trusts" toward the end of the eighteenth century. They were so named because the entrance to these roads was blocked by a long pole studded with pikes. To use

years, our Island Federation were the C. T. F. delegates in annual convention, which for the first time in its history, was attended by delegates from ten Provinces.

The convention extended from Monday, August 6th, through to Thursday, August 9th. On Saturday previous to the convention, a national conference of secretaries convened in Charlottetown. On Friday following convention, a very elaborate day's tour and entertainment were provided.

Never before in C.T.F. history we venture to say, have such extensive plans for entertainment been effected, which, needless to say, would have been beyond the financial means of P.E.I.T.F. alone. We deeply appreciate the financial assistance given by Alberta, the P. A. P. T. of Quebec, Nova Scotia, and our own Island people.

The Provincial Government, the Town of Summerside, the School Board of Charlottetown, the Chief Justice of P.E.I., and many individuals both teacher and lay made most generous contributions of effort and time for which we are all sincerely grateful.

We trust that all teachers sitting in at any of the C.T.F. sessions have derived at least some small idea of what their national organization is attempting in order to make its prestige and importance felt in the Councils of our nation.

Teacher Supply

Out of 709 teachers in the Province this last year, 116 are beginners, 325 have had from 1 to 10 years' experience, and 79 have had 21 years' or more.

The rural average for the Province is 6.11; the urban, 16.8; and the average for all teachers is 7.7. 117 teachers are males, and 181 married females. There are 70 permit teachers, 14 third class, 297 second, and only 228 first class.

This year, 1950-51, 91 students took teacher training; last year, 76 and the year previous, 61.

Co-operation Appreciated

Before concluding this cursory report, we should like to express our appreciation to the Department of Education and to any teacher or teachers who have assisted in any way to make the year more pleasant or more successful.

Again, let me repeat, "May your convention meet with every success."

J. A. S. WILLIAMS, General Secretary P.E.I.T.F.

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this road, passengers had to pay a toll to have this pike turned aside. Most of these roads were poorly constructed.

Great improvement was made to these turnpike roads early in the nineteenth century by applying the road building methods of Telford and McAdam. These men both advocated thorough drainage for roads. Both excavated to a solid base. McAdam laid large stones on this base, with smaller stones on the layer above them, then crushed stone, screened, using the coarse stones underneath and the fine for the surface. Telford's system was somewhat similar, but the rock and crushed stones were not graded in the same way. These roads, when first introduced, used water as a binder. At the time of McAdam's death in 1836, there were 1,100 turnpike trusts in England. Many of these were using macadamized roads. The railroad era that followed brought disaster to the turnpike trusts.

Canadian Turnpike Roads

In 1835, Lower Canada, as Quebec was then known, passed an act establishing the building of turnpike roads. Many of these improved roads were built by turnpike trusts. Tolls from one cent to thirteen cents were charged, according to the width of the tires on the caleche, or the number of horses used to haul loads. Some of these turnpike roads had as many as ten toll gates at intervals of about eight miles.

An Englishman described a caleche as a gig, upon grasshopper springs, with a seat for two passengers, the driver sitting in front with his feet on the shafts. The French colonists removed the wheels for winter driving, and put runners on the caleche. They claimed it was much more comfortable when the snow levelled their roads.

The turnpike trusts made many road improvements. Some of them introduced macadamized roads, and maintained them in good condition. Some of these turnpike roads still exist in the Province of Quebec.

The Royal Roads, built and maintained by the Province of Quebec by the grand voyer, were 24 feet wide, with a three foot ditch on each side. The first highway in Canada was built along the north shore of the St. Lawrence River, between the three centres of Three Rivers, Montreal and Quebec City. When completed in 1735, it was reported that the trip from Montreal to Quebec took four and a half days. These early road builders had rivers and streams to cross. Some of the shallower streams were forded by the laying of stones across for a roadway; on some of the smaller rivers, wooden bridges were built by landowners, and tolls charged.

The bridges on larger rivers were built by corvées, under the direction of the grand voyer. Ferries were operated where the cost of bridges would be excessive. The first improved roads in Upper Canada, were the extensions made out into the country from Yonge and Dundas Streets in Toronto. A road, with sections of corduroy construction, was completed

N.A.T.O. Sessions Conclude At Rome

ROME, Dec. 1 (AP)—The 12 Atlantic Allies wound up their eighth council yesterday by calling for a quick final report on the possibility of creating an international European army, including Germans. But Britain's Foreign Secretary, Anthony Eden, indicated Prime Minister Churchill's Conservative Government has no idea of reversing the Labor Government's decision to hold aloof from such

Hard Surfaced Roads

From 1904, the automobile caused the macadamized roads to "travel," and maintenance for heavy traffic was excessive. Tars and asphalt binders were used to strengthen the surface and reduce dust, from 1904 to 1914. In the United States during this period, this asphalt type of road increased from 18 to 10,500 miles. The first piece of concrete road was built in 1893, but by 1909, only five miles of concrete road had been laid. By 1924, however, over 31,000 miles of concrete road had been built in the United States, and this type of improved road was being laid at the rate of 6,000 miles per year, which was more than any other improved type of road laid at that time. Funk and Wagnalls, Standard Encyclopedia, (1912), states: "Recent statistics show something over 2,100,000 miles of public highways in the United States. Probably this will be increased to 2,500,000 miles. At present prices for labour, teams and railroad and water transportation for heavy road materials, the macadamizing of highways costs from \$5,000 to \$10,000 per mile; the making of gravel roads costs from \$1,000 to \$3,000 per mile, and the making of sand-clay or dirt roads costs less than \$1,000 per mile. The marked growth of improved roads is largely due to the advent of the automobile."

Roads and Traffic

The Canadian Pacific Railway cost approximately \$200,000,000, which was less than half of what our Canadian provinces will spend this year on the construction and repair of our highways, which was estimated at \$475,000,000.

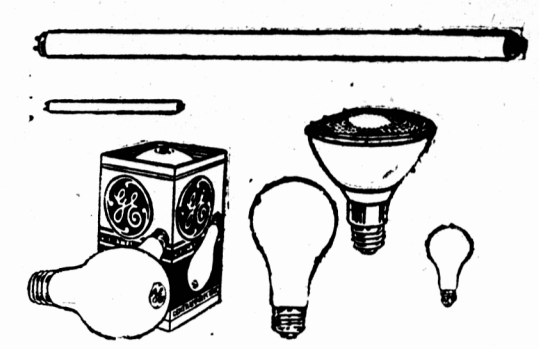
In 1925, Canadians owned 750,000 automobiles and 75,000 trucks; today there are approximately 2,000,000 passenger cars, and 600,000 trucks. Last year Canadian trucks transported about 20,000,000 tons of merchandise. There were very few bus lines in 1925. Last year bus lines carried roughly 150,000,000 people on the highways, and another 160,000,000 were passengers on city buses.

Prince Edward Island has over 2,700 miles of road; of these, 250 miles are paved; 1,700 are improved roads and about 1,750 are clay roads. More paved highways are greatly needed on the Island, and the other roads should be improved as soon as money is available.

FOR BRONCHIAL COUGHS YOU CAN'T BEAT BUCKLEY'S MIXTURE

an army. Eden told a press conference "British formations will not join the European army. But there might be some form of association." Officials in London explained that this association would consist of "working with S.H.A.P.E." Gen. Dwight D. Eisenhower's headquarters. Although Britain's stand is not new, it produced a fresh reaction in the European Consultative Assembly at Strasbourg. A long shadow fell over the possibility that the European army plan ever would be realized. There Paul Reynaud, French rightist predicted to the representatives from 16 European parliaments that Britain's rejection would result in overthrow of the plan in the French Parliament. "Our opponents will be able to say the United Kingdom invites you to drop your own armies in a European army but she keeps her own," Reynaud said. Schuman reported to the North Atlantic Treaty Organization here yesterday that recruiting for a 43-division European army, under supra-national political authority, could begin in April.

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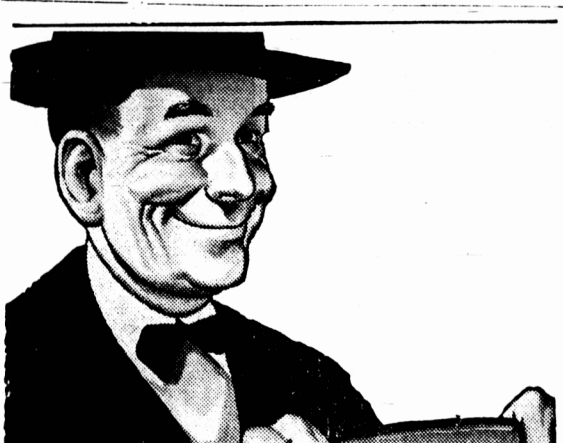


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