THE GUARDIAN

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CIRCULATION
"Covers Prince Edward Island like the dew"

"The Strongest Memory is Weaker Than the Weakest Ink"

CHARLOTTETOWN, FRIDAY, DEC. 19, 1952

Teaching The Blind

Not long ago the blind were regarded as objects of pity and charity, even "work for the blind"—a great advance—was apt to be the uneconomic manufacture of baskets, mats and brushes largely supported by charitable subsidies. Today, having learned from the labour demand of two world wars, we are beginning to make use of all the many faculties which men and women retain even after loss of sight. Sightless people are being trained for jobs in industry, business and the professions Blind shorthand typists and telephone switchboard operators frequently surpass sighted workers, as do many others in tasks requiring great skill and concentration.

The education of the blind presents special problems; perhaps the greatest is that of broadening the child's range and variety of experience and helping him to gain control of himself in relation to his social environment. Because the opportunity of a blind child to acquire knowledge is limited compared with a sighted one it is important that education begin at an early age. By this means and by association with the life of sighted children in school, at work, and in other social activities it is possible to achieve a normal and complete existence. Special schools for the blind are, of course, easier to operate but much is lost in the way of normal contact with the outside world. It has been found that the introduction of Braille classes in ordinary schools has helped to integrate the blind child into the sighted community.

Costly To The Maritimes

The Moncton Transcript has made some calculations with respect to the Board of Transport Commissioners' latest proposal for equalization of Canada's freight rates structure. It finds that the Board's plan would reduce to about half the present extent of territorial application of preferred rate scales under the Maritime Freight Rates Act, thereby depriving the Maritimes of a very sizeable portion of the preference tolls now mandatory, and which virtually represent one of our constitutional rights.

According to one of CP's Ottawa writers, the Board has ordered the equalization scheme "for all parts of Canada except the Maritimes and Newfoundland, halting at the Quebec-New Brunswick border." This, according to the press correspondent, was done by direction of Parliament. But what Parliament directed at last year's session in giving legislative enactment to excepting this easternmost part of Canada from the equalization measure was expressed in terms so generalized as to be none too clear. Therefore, what has emanated from the Transport Board is the interpretation placed by the commissioners, or a majority of them, on the 1951 statute.

Inasmuch as the Duncan Commission found, and Canadian Parliament a quarter-century ago concurred, that the Maritimes were entitled to preferred freight rate scales as far west as Diamond Junction from the Atlantic seaboard, any move by the Transport Commission or other parties to partially erase the Maritimes' rights in this respect should be countered through the nation's highest court.

By The Skin Of Their Teeth

Most reports from the American National Safety Council are grim records of violent death throughout the year in the United States, and constitute sombre reading. But once a year there is a touch of humour and even fantasy in its annual freak accident report—a story of happy endings, of death beckoning and then relenting in the case of a fortunate few.

This year, there was the case of Robert Moses, of Brockton, Mass. Out of control, his heavy truck smashed its way through nine highway posts and came to a quiet stop, lying on its side, Mr. Moses uninjured. The truck was loaded with dynamite.

Ten year-old Kenneth Wright, Jr., was playing at the edge of a 1,500-foot cliff in California. He slipped, dropped 200 feet, hit a nearly vertical rockslide, tumbled another 1,000 feet, dropped 150 and rolled for the final 150 feet. Kenneth was somewhat bewildered when he arose and walked away, but only that.

A freight travelling at 65 miles an hour smashed into a car stalled on an Indiana track. The motorist was left with his life and a car which had been shortened to the windshield.

Then there was the case of huge Dominick Ianscoli, of Atlantic City. He was hit by a car, laughed cheerfully, shook hands with the unnerved driver and helped him push the car to a garage where a $300 estimate was made on repairing its smashed-in radiator.

Capt. Fred C. Seals, of Dallas, Tex., will remember with gratitude and no little awe an air pocket a mile high over the Korean front. He was dropping supplies from a cargo plane when he fell out. A split second later the plane struck that air pocket, dropped sharply, floundered a little. And Capt. Seals fell back in through the same door by which he had made his sudden exit!

...w Law Of Treason

A completely rewritten Canadian law of treason is once again before Parliament. It was, notes the Globe and Mail, under consideration, as part of a revised Criminal Code, toward the end of the last session, but the Government wisely decided not to push the measure through before prorogation. The new Code, with more than seven hundred clauses, was found to be badly drafted and full of flaws. Now for the second time a Senate committee, including the best senatorial legal brains, is wrestling with the bill.

One clause is already part of the country's statute law; it was enacted in 1951. Intended to cover the situation, this clause makes it treasonable to aid any enemy at war with Canada or "any armed forces against whom Canadian forces are engaged in hostilities whether or not a state of war exists." New clauses make it treason to use violence for the overthrow of a Canadian Government; to conspire with the agent of any state other than Canada "to do an act likely to be prejudicial to the safety or interests of Canada"; or to "form an intention" to do either of these things and "manifest that intention by an overt act." The maximum penalty is death or life imprisonment.

The strength of this new section, concludes the Toronto paper, is that it provides a method of dealing with disloyal and subversive persons without interfering with free speech, without limiting any legitimate political action, without outlawing any party as such.

EDITORIAL NOTES

Ember Day.

* * *

The increase in the value of this Province's field crops from $20,399,000 in 1951 to an estimated $30,893,000 this year is distinctly encouraging. It has long been the experience here that when the farmer has money, everybody has money. Long may it continue.

* * *

Prince Edward Island is again the location of a National Film Board picture, this one being "Navigators for Nato", showing at the Regent in Summerside. The film should show this country and the world the part being played by the air station at Summerside in building up the strength of the North Atlantic Community.

* * *

The original presentation of the School Board to the City Council indicated the pressing emergency of the need for increased accommodation. It is to be noped that the bulk and thoroughness of the fully documented report does not delay rather than speed action to provide that accommodation.

* * *

The Potato Marketing Board in trying to protect the farmer against cases of excessive truckage charges may be running into other difficulties. Setting a minimum price of $1.85 per 75 lb. bag on the farm is apt to make it difficult for farmers having a long haul to dispose of their crop, at least while others are prepared to sell at that minimum.

* * *

A judge once said that a corporation has no soul to be damned nor bottom to be kicked. Now the Coronation Court of Claims has ruled that it hasn't a hand to support the Queen's arm while she holds the royal sceptre. As a result, the Duke of Newcastle, who incorporated his feudal holdings, will not be able to act as the company's deputy at the coronation.

* * *

Joseph Mallord William Turner, English landscape painter, died this date 1851. His early education was slight but he became acquainted with Sir Joshua Reynolds and studied at his home. Although he illustrated an edition of Scott's poems and used water colours, it is for his oil paintings that he is famous. His early works are sober but middle and late works are remarkable for splendor of colour and brilliance of light effects.

En Garde!

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.

"UNLESS YE BECOME AS LITTLE CHILDREN"

Sir,—Art improves on nature because art is conceived in a spiritual revelation of child-wonderment. Poets, painters, musicians, etc., are children at play showing us how Beauty saves the life of the Ugly Beast and therein discovers a Prince Charming. And yet, the greatest of all artists is the loving intelligent mother. How much the human race owes her will never be known. In her garden of dreams are beautiful festoons of foliage and bright flowers from which enters the light through a wonder-world window. Here in her home a little fairy troll spins a wonderful tale which she interprets to the eternal delight of a child mind.

Christmas is par-excellence the children's happiest season. The soulless psychiatrist is not sincere when he rebels against the existence of Santa Claus. The line of hanging socks near the chimney on Christmas eve means something to him. Then let him pay homage to his own pleasures of memory when he follows the mantel shepherd-maid to the chimney top and from there beholds how wide the world becomes with more than a sky full of stars for contemplation. Blessed, indeed, is the mother who transforms this marvelous child-world into a nursery of noble men and women.

Many are the little Nells, delicate flowers living cramped and lonely lives with the untiring surveillance of straight-laced selfishness towering over them. Into the days and dreams of such children Dickens tried to bring sunshine. Why speak of such sad things at this happy season? It is because we cannot turn away from the cries of those little ones with an indifferent "'Tis only the wind'". When Alice of Wonderland wanted to tell her animal friends about her cat Dinah, they as much as shouted "Oh no, no, not that!" Dear Little Alice was left alone with not even a crocodile to shed a tear as Mrs. Mouse and a long procession of followers trooped out one by one. But by and by thinking better of it, they trooped back to hear Alice's story. And so, too, do the wonder chickens of youth come back in old age to the roosts of long ago.

The beginning of literature, a happy mixture of light and illusion, is born of youthful dreams. Out of them has come some of the world's best verse. The great Greeks produced the most perfected epics in the Illiad and Odyssey. In second place, like a string of pearls strung together through the centuries, are the Gaelic-Norse tales. Longfellow's Song of Hiawatha was fashioned on the Norse Kalevaia. The Irish and the Highland Scotch were included in the Gaelic. Norse sea-rovers and Irish adventurers settled in Iceland from the ninth century onward. Their heroic deeds were rehearsed by men who were among the great saga-men (story-tellers) of all time. They were talented, and under their guidance saga making became an organized fine art. The eddas of Iceland were produced by Viking stock. And please note that the word edda in Norse means great-grandmother.

By the way, my own mother, God rest her soul, was Ann Shannon. It has long been a family belief that the name Shannon was a modernized form of Shaun Naun which was the name of one of the early kings in Ireland and who gave his name to Ireland's greatest stream of water, the river Shannon. Whether there is anything in this or whether it is only a figment of imagination or perhaps the tale of a little old fairy Leprechaun I have never been able to make anything out of this harmless family-tree tradition. I think it most fortunate, however, that old people have a second childhood even if a lively little Leprechaun still whispers wonderful things in their ears. For such it is ordained that life shall be.

I am, Sir, etc.
J. P. MCCLOSKEY

The Age-Old Story

And Jesus went forth, and saw a great multitude, and was moved with compassion toward them, and he healed their sick.

Christmas In The Arctic

(Courtesy R. C. A. F.)

This week the Royal Canadian Air Force will again play Santa Claus to the lonely weather detachments in Canada's Arctic, by dropping three thousand pounds of parcels and mail to the Department of Transport's isolated weathermen.

Christmas air drops this year will be made at such widely scattered spots as Nottingham Island, Resolution Island, Isaachen, Arctic Bay, Cape Hopes Advance, Mould Bay, Eureka and Alert all located in Santa's back-yard.

The most northerly station, Alert, is over 2,500 miles north of Montreal, just under 600 miles from Santa's workshop at the North Pole.

Taking over from Saint Nick this year are two RCAF squadrons, 426 transport squadron based at Dorval, P. Q., and 412 transport squadron based at Rockcliffe, Ontario. While 426 North Star aircraft visit the stations farthest from the mainland in the western and far northern Arctic, 412 Dakota's will make the drops in the eastern Arctic.

* * *

Preparations for the Christmas drops started many months ago. Back in October the Department of Transport notified each family concerned that a Christmas delivery would be made by the RCAF. They were also advised to have any parcels and mail in the hands of the RCAF by mid-November for parcelling in the special heavy canvas containers used for dropping purposes. While some supplies are parachuted to the detachments, the majority are 'free-dropped' and are therefore subject to damage if not securely wrapped.

Around the first of December the heavily bundled Christmas gifts are assembled at Fort Churchill, Man., and Goose Bay, Labrador ready for the transport squadrons and the weather to make delivery possible. Then around the middle of December they are picked up by the aircraft and flown to the various remote locations. The weather is the chief factor in any Arctic flying and the aircraft must be ready to take-off on the first sign of good weather. Incidentally the weather reports that the aircrew use to plan their flights are assembled from the weather detail sent out by the very people who will receive the Christmas parcels.

* * *

The dropping of the supplies is always an exciting time for the weathermen. For many months the only sign of civilization some 2,000 miles to the south has been the summer supply ship which made its yearly visit to unload heavy equipment and rations in August. Since that time visitors have been non-existent. The day of the drop begins early for the entire detachment. With the help of the Eskimoes who live close by the weather shacks in their Igloos, large oil drums are carried to a clear area away from the buildings, to mark the dropping zone. Roaring fires are lit in the drums as a guide to the aircraft and these are attended eagerly by all hands.

Due to the small amount of daylight at this time of year, roughly two hours of twilight in December, the fires are a necessity if the aircraft is to find the dropping area. The landscape below the aircraft is one of unending whiteness, broken only here and there by a few rounded hills. The shorelines blend into the ice-covered sea making it impossible to tell water from land. Only the navigator huddled over his charts can successfully guide the plane to its destination.

Once the aircraft flies over the detachment however, there can be no doubt that this is the right spot. Down below can be seen every member of the detachment, heavily bundled in parkas and surrounded by the Eskimoes waving their greetings. The huskie dogs and the Eskimo children must find this an equally exciting time for they can be seen running and jumping around the main group.

* * *

Dropping the Christmas bundles is an exacting job, for to make a successful drop the aircraft must fly no more than fifty feet from the ground. The pilot first makes a preliminary run over the oil barrels to survey the dropping area and check the wind speed and direction. Since the bundles must be dropped accurately to avoid hitting the people on the ground or loosing them in the deep snow the first drop is always a tense moment for both aircrew and the weathermen.

When the pilot has made his decision on the best approach angle, he throttles back the engines to make the run over the area at the lowest possible speed. At the drop signal from the pilot the men by the cargo door heave out the heavy bundles and they plunge toward the excited group below.

This is the moment for which everyone has waited. As the last of the bundles fall the whole detachment runs forward to retrieve them, the Eskimo children and the huskies running in front, while the Department of Transport men can be seen waving to the aircraft as it thunders overhead.

* * *

As the aircraft turns for home the men can be seen loading the parcels and the mail bags onto sleds. Soon they will be curled up near the fire reading the long awaited mail from their loved ones and opening their gifts. To the aircrew it is always a little sad to turn away without even a handshake and a few Merry Christmases. But to the men on the ground this has been a wonderful day. One that will be discussed for many months to come.

Truly to these men the sound that has replaced Santa's sleigh bells is the powerful hum of the RCAF aircraft engines echoing across the frozen tundra. And if Santa is too busy elsewhere to pay a visit to these remote detachments dotted across the Arctic, the weathermen don't really care, as long as the RCAF will substitute for him.

Old Charlottetown

And P. E. I.

THE SCOTT ACT

"Another move was made in regard to the working of the Scott Act in Summerside on Friday night. At a meeting held in Ludlow Hall on that evening at which the Government Officer, Mr. James Caldwell, was present, he stated that it was his intention to attend to those cases now pending in the Supreme Court, in order to test the validity of the Act. There can be no denying the fact that the Act, so far, has proven to be a worthless thing. The sale of intoxicating liquors has been rapidly increasing, and in fact rumsellers have it all their own way. It is high time that something was done to counteract the evil caused through this open and barefaced violation of the law. The liquor dealers have, so far, been selling their stuff without let or hindrance, and the town which, previous to the Scott Act, was able to collect a large sum in the shape of license fees and fines for violations, etc., has now to put up with a paltry fine of $2 or $3 from some poor unfortunate who has been brought into the court for drunkenness, while these men who sell the liquor are allowed to go free."

—The Examiner, April 29, 1881

Notes By The Way

During the first nine months of this year cremations at the City of London Cemetery and Crematorium, Manor Park, E. for the first time on record exceeded burials. There were 1,693 cremations and 1,668 burials.—London Times.

Once and for all it might just as well be understood that if Canada is to have a distinctive national flag the design must include the Union Jack. Those who want to remove the Jack can make up their minds to that and govern themselves accordingly. — Moose Jaw Times-Herald.

The suggestion has been made, by a Vancouver citizen, in widely distributed telegrams which presumably also have been sent to members of the Government, that Canada should mint gold coins to commemorate the coronation of Queen Elizabeth. We thing it is an excellent idea which should be followed up by Government action.— St. Thomas Times-Journal.

A new system of loading sardines from the ocean onto fishing boats is reported. A rubber hose, eight inches in diameter, is let down into the nets containing the fish, and these are pulled up by vacuum suction into the ship's hold where they are kept. Later the process, which will load or unload 65 tons of fish an hour, is repeated in transferring the catch to the cannery containers. Sounds like a clever idea that might be employed in loading and unloading street-car and bus passengers these days.— St. Paul Pioneer Press.

Most Canadians who are interested in the development of aviation will deplore the campaign which is now ucder way to change the name of the new all-Canadian CF-100 jet fighter—the Canuck. Apparently some bigwigs in the RCAF and the manufacturing company dislike the word Canuck and are trying to eliminate it. In an experimental sort of way Canuck was dropped from a recent press release describing the plane —though, in the best official tradition, it was denied that anything was meant by the omission. — Edmonton Journal.

To many people, idle time is regarded as an end in itself. They look on leisure as the mere absence of the need of work. Idleness thus becomes confused with leisure, and amusement with recreation. As those who look for happiness can be sure never to find it, those who seek leisure for its own sake will never find leisure. "It is difficult to rest," said a Roman proverb, "If you are doing nothing." No man is so bankrupt as the one who finds himself with all kinds of leisure and doesn't know how to use it. The token of it is to have "nothing to do."— Hamilton Spectator.

For many people the Royal Mounted Police have come to symbolize this country. But how can one be a proper mounted policeman without a horse? This dilemma was pointed up at Lambeth the other evening when two Mounties spoke to a Boy Scout group. The first question they were asked was: "What's your horses name?" Shemefacedly he had to admit that he no longer had a horse. Modern industry does a great deal for us, and autobobiles equipped with radio may be more efficient than horses. But something was lost with the horse. No wonder MP's at Ottawa are acting if the Mounties are as good as they used to be. How can they have their old glamor when they have become the Dismounted Police?— London Free Press.

Thousands of babies — if they could understand — would no doubt raise a gurgling cheer for Dr. J. M. B. Morwood, an English specialist, who says babies ought to be allowed to sniffle, and should not be made to blow their noses if they have a cold. Blowing, he says, may drive infection into the middle ear; whereas, sniffling is "fundamentally sound." It is reassuring to know that babies with a cold who sniffle are following nature's therapy. It shows how the mind of man—in babyhood—inclines naturally along the lines of sound health and sane therapy. —London Free Press.

Commencing on January 1 the sale of enriched bread and flour is to be permitted across Canada by the Department of Health and Welfare at Ottawa. The health of Canadian people is expected to benefit from this move, as enriched flour and bread are high in nutritional value. The enrichment of flour and bread is accomplished by the addition of quantities of vitamins such as thiamine (Vitamin B1), riboflavin (Vitamin B2) and niacin and two minerals, calcium and iron. Newfoundland was permitting the sale of enriched flour and bread long before it entered Confederation. Under an order-in-council passed last June Newfoundland was enabled to continue the sale of such flour and bread.—Winnipeg Free Press.

The Poet's Corner

WINTER EVENING

Now stir the fire, and close the shutters fast,
Let fall the curtains, wheel the sofa round,
And, while the bubbling and loud-hissing urn
Throws up a steamy column, and the cups,
That cheer but not inebriate, wait on each,
So let us welcome peaceful evening in.
Not such his evening who, with shining face,
Sweats in the crowded theatre, and squeezed
And bored with elbow-points through both his sides,
Outscolds the ranting actor on the stage:
Nor his, who patient stands till his feet throb,
And his head thumps, to feed upon the breath
Of patriots, bursting with heroic rage,
Or placemen, all tranquility and smiles.

—William Cowper.

AFRICA'S HIGHEST

The Kibo peak of the Kilmanjaro Mountain in Tanganyika is 16,565 feet high.

GREAT LAKES SOURCE

The head of the St. Louis River in Minnesota is considered the source of the Great Lakes waterways system.

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