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"The Strongest Memory is Weaker Than the Weakest Ink."

WEDNESDAY, JUNE 9, 1943

More Car Ferry Alibis

Premier Jones does not seem to have made much impression at Ottawa so far as the urgency of our need for a new car ferry is concerned. The information he brings back is anything but satisfactory. He says that under "ideal conditions"—that is to say, if instead of talking about it they got busy and started building at once—we would still have to wait until August, 1945, for its completion. That is an amazing statement. The Premier seems to have accepted it without question, but it will require more than the proverbial grain of salt to make it palatable. Modern shipbuilding is a streamlined industry, like everything else in this age. If the proper facilities were provided and the work given priority as a necessary war measure there is no reason why the steamer could not be built in a few months.

A twenty-six months' delay is bad enough, but the Premier has no assurance than even this will be sufficient. "There is," he reminds us, "a war on…and there is likely to be further delay." No doubt the fact that there is a war on was duly impressed on him at Ottawa. But he had a good answer to that. The answer is in the text of the resolution passed unanimously by the Legislature at its last session. Inasmuch as the whole issue rests on this point, and as it now seems to have been forgotten by more than the federal authorities, we make no apology for quoting the resolution here in full:

WHEREAS the citizens of Prince Edward Island through their several organizations have requested the Legislative Assembly in session assembled to insist that the Dominion Government build a new car ferry at once to replace the S.S. "Charlottetown."

AND WHEREAS all the members of the Legislative Assembly fully realize the dire situation in which the Province finds itself as regards transportation facilities with the mainland.

AND WHEREAS the Dominion Government is emphasizing the increased production of food products for 1943.

AND WHEREAS almost the entire exports of the province are food products essential for war requirements, and the total outward movement of freight cars for the year 1942 amounted to about 17,500.

AND WHEREAS the very existence of the citizens of the Province depends upon continuous transportation facilities because almost all the essential fuel, fertilizers and large quantities of mill feeds and concentrates for the production of butter, cheese and meat products must be imported.

AND WHEREAS the essential requirements of the various services of the armed forces in the Province greatly increases the tax on transportation facilities and greatly decreases the carrying capacity of the car ferry for other purposes.

AND WHEREAS the present car ferry is being worked to the utmost limit of its capacity and has proved inadequate to cope with our freight situation because the S.S. "Prince Edward Island" has only two thirds of the freight carrying capacity of the S.S. "Charlottetown."

AND WHEREAS the volume of traffic is increasing enormously and in addition much of the freight formerly moved by steamer must now be ferried.

AND WHEREAS in the opinion of this Legislature it is totally unsafe to rely upon one aged ferry, over 30 years old and which has already met with two serious accidents this winter, to maintain the essential services already set forth.

THEREFORE RESOLVED that the Legislative Assembly of the Province of Prince Edward Island petition the Government of Canada to take steps to build a new car ferry, as a war measure to be ready for the 1943 fall trade.

This is the resolution which it was Premier Jones' business to have pressed at Ottawa. If he needed further arguments he could have picked them up on his way to the Dominion capital. When reminded that "there is a war on" he might well have called attention to the huge new C.N.R. terminal at Montreal, built during wartime at a cost of many millions. How many thousands of tons of material on the priority list went into that structure? How many corvettes could have been built out of its steel? How many fuses made of its copper? How many implements of war forged from its metals? Premier Jones might well have demanded an answer to these questions, as well as of the why and wherefor of such work taking precedence over the much more urgent requirements of this Province. Asking such questions wouldn't make him popular at Ottawa, but he would be better so employed than in bringing back more alibis.

Free Press In Europe

In the face of constant, deadly peril, a free press is being skilfully maintained by hundreds of heroic men for the enslaved peoples of Europe, and it is rendering eminent service to the cause of human freedom. This underground press, says an exchange, maintains an active existence from northern Norway across Europe to Greece, defying the Gestapo which, in spite of numerous executions, is powerless to suppress it. Because it says what it likes, without curb or restriction, it is a free press, whereas the newspapers controlled by the Nazis give a carefully limited news service and much propaganda.

Hundreds of men—professional newspaper men and amateurs—have given their lives to maintain the underground newspapers. They keep the people, in the countries under the Nazi tyranny, informed of what is going on, of the progress of the war, the Allied successes and the mounting preparations which will, in time, smash all the gangster powers. They lift these oppressed people out of despair and give them a great hope. They fan the sacred flame of freedon and create an unconquerable spirit of resistance.

The brave and patriotic men who are engaged in this extremely dangerous business deserve great recognition and honor in the United Nations that are free. The old struggle for freedom of the press was historically important. A strange new chapter is being written, and it is notable for the ability with which this free press of Europe is conducted, for the high courage and sacrifice of the men who do it, and for the contribution which they make toward the ultimate victory.

Pantelleria

The tiny Italian island of Pantelleria is the stepping stone to Sicily, and Sicily is the road to the Italian mainland. Pantelleria is only 44 miles from the coast of Africa, 62 miles from Sicily, and the attentions this island is receiving from Allied bombers, from the British fleet, may indicate that it will be the first objective, or one of the first objectives, of the oncoming Mediterranean campaign.

Pantelleria is entirely of volcanic origin, and hot mineral springs and what the Britannica calls "ebullitions of steam" are characteristics of the landscape. The island is fertile, says this authority, but lacks fresh water. The population in 1931 was only 9,679, of which 6,874 was in the main town, Pantelleria, which then at least had the sole harbor on the island and it is fit only for small ships. Since 1931 Mussolini has had air fields built, and no doubt stout fortifications, probably has improved the harbor with the idea of making Pantelleria "another Malta." It must have a considerable Italian garrison, probably German troops also. But its defences have taken a frightful hammering of late and it remains to be seen whether Pantelleria can "take it" as Malta did.

Pantelleria is the ancient Cossyra, and comes into history in 255 B.C. when the Romans occupied it. The Romans used it as a place of banishment for prominent persons. About 700 A.D. the Arabs captured the island, slew the Christian population, and held it for some centuries. In later centuries the Sicilians held it, the Spaniards, and the Turks. Now it is the outpost of Axis barbarism in the Mediterranean.

—EDITORIAL NOTES—

Average war duties supplement to be paid to civil servants under new regulations will be about $15 a month. The regulations provided pay supplements for civil servants in war departments or whose work had been increased because of the war.

* * * *

Table etiquette will become a war casualty if the Farm Security Administration has its way. In the interests of conserving food, the FSA advises vigorous stirring of coffee; eating baked potato skins; picking up bones in the fingers to get that last bit of meat and wiping up gravy from the plate with bread so that none is wasted.

* * * *

Bonoparte crossed the Alps this date 1800; Italy was almost completely lost when Napoleon was made First Consul of France in November 1799, and the only hope seemed to be for General Moreau's army, then in Switzerland, to march to Vienna; but Bonoparte desired to strike the blow himself, so he led his army across the Alps and won the great but lucky victory of Marengo.

* * * *

Mr. D'Arcy Osborne, British Minister to the Holy See, has left the close confines of the Vatican City for a short period home on leave. He has not been in London since before the war. During the months when Italy was waiting, judging her time to pick up easy loot without much fighting, Mr. Osborne could leave the Vatican, but since June, 1940, any step outside the boundary would have brought him on to enemy territory, and for over 30 months he has had to live within the 108 acres of the Vatican City. When he left to begin his leave he was taken to the aerodrome by Italian police, and Italian officials were with him in the aeroplane during the first stage of the flight.

* * * *

The London Times Ottawa correspondent writes: "The habitant is changing his ideas or having them changed for him. Only 37 per cent of the population lives in rural areas, and the larger life of the province is to be seen in industrial and commercial centres like Montreal, Sherbrooke, St. Hyacinthe, and other places; among miners of the north and west; in forest domains from Labrador and New Brunswick to the frontier of Ontario; in shipyards on the mighty river of St. Lawrence; in the pulp and paper mills of the specious valleys; in the great water-power projects which are now augmenting the industrial possibilities of the province. In the Universities of Montreal and Quebec students are alert to new world movements, while the growth of urban areas under the impact of war has increased and activities of labour union leaders and those who promulgate new social and economic theories. The problems of race and sectionalism which tended in the past to establish two Canadas within one territory are being given fresh examination by many, and a new appreciation of the country's political future is emerging. The issue is joined between nationalism as applied to Quebec and nationalism as applied to Canada. The near future may show the opposing strength with some clearness, but those who favour a broader Canadianism will not be rejected by initial defeat. They envisage Canada approaching its greater destiny—a North American country with European associations that has a powerful part to play in interpreting and harmonizing the conflicting policies of the old world and the new."

Notes By The Way

Now that most of us have successfully mastered those Tunisian names it appears that the war is about to move elsewhere and there will be a new crop of jaw-breakers to learn. —Saskatoon Star-Phoenix.

A long Island man advertised for a wife and got 400 applications. He is now convinced that advertising pays. We hope he holds the same views a few years hence, if he accepts one of the applicants as his partner in life.—Chatham News.

"Ill health" is given as the cause for the replacement of a number of Fascist officials in Italy. The epidemic has obviously spread from Germany, and the ailment is scientifically known as "Axis tremulitis," or, more commonly, the jitters. —Windsor Star.

Acorns, citrus fruit seeds and the pulp of the Jerusalem artichoke are among the products officially authorized in France as coffee substitutes. An order issued late in 1942 placed the entire French harvest of acorns at the disposal of the National Group for the Purchase of Coffee and Coffee Substitutes. —Exchange.

The problem of the United States after the war will not be "what can I sell," but "what must I not sell." America must buy back goods to the volume of her exports. There are a number of basic exports which rank long before motor cars. Cotton, tobacco, wheat and meat. —Lord Perry, British auto manufacturing magnate.

It is time that the place of the bagpipes among musical instruments be finally established. An end should be put to the slurs on this noble creator of martial airs, because of the need of fostering international accord. The Scottish people may ignore and even laugh at jokes on their penuriousness, but there is a limit. That limit is reached when the quality of bagpipe music is questioned. —Calgary Herald.

We are wont to libel animals with the wrong attributes. All specialists will agree that the pig, if given the chance, is one of the cleanest of all animals, especially in the precise care taken not to dirty its straw. The piglets are "house-trained" almost from the day of birth, as I have lately seen. The alleged dirtiness of pigs is due wholly to the ill-equipped slums in which too often they are prisoned. —London Spectator.

The question of protecting the people now dominated by the Germans is not merely of sentiment. Germany is desperately using every man and woman she can coerce. The defences which are being built against us are the work of unwilling but effective hands. If we can strengthen their powers of resistance, if we care to match terror with sternness, we can hope to save those marked for victimization in the future and at the same time slow down the enemy's military preparations. Whatever other considerations may arise, care for the preservation of Nazi ridden populations must not be allowed to stand in the way. —London Sunday Dispatch

The Ottawa Journal is a just paper and in a recent issue it took up the cudgel for King Henry VIII, who had been spoken of in a slovenly London dispatch as a monarch who beheaded "most of his wives." . . . It is not usually recognized that Henry was a man of extreme sensitivity, and that many of his brutal actions were a result of hurt feelings allied to great power. He had bad luck with women, as many men have who find women irresistible. On two occasions he revenged himself on women who had deceived him by taking their lives. Now, reader, ask yourself this: If we all had Henry's attraction for women, and his power to behead those who treated us badly, what would the result be? Who can doubt the answer: the retributive crunch of the chopper would be heard from dawn till dusk. —Peterborough Examiner.

The old storekeeper in these parts, whom I take to be a pattern of our democracy and the apotheosis of our system of free government, has never agreed with the experts. I remember coming back from Washington in July, 1940, and the storekeeper told me that it might take a couple of years but we would certainly win the war. I did not tell him that some of the most competent experts in the United States had just assured me that the war was completely lost and Britain's surrender only a matter of days or, at most, of weeks. Again in 1941 I came back from Washington with the assurance of America's leading military writer that the Russians could not possibly last until September. The storekeeper said: "Hitler's doomed now. Old Joe will wipe him off the map." And last Summer when every-one inn well informed quarters knew that the Suez Canal was lost the storekeeper told me in confidence that he expetced the Axis to be pushed out of Afria within a year. —Bruce Hutchison in Victoria Times.

"Life for some may begin at 100 instead of forty," was one of the statements in a report presented at a recent American scientific gathering. The view was expressed that modern health conditions and preventive medicine were steadily increasing the limit of life expectancy beyond the century mark and that more active steps must be taken to provide for the special needs of those far on in years. Some day, according to a delegate, schools for them would be established in every community with courses designed to enable them to continue to lead useful lives. The possibilities that are opening up for preventing old age from being a period to be looked forward to with dread are being more and more widely discussed by careful investigators. Mr. Louis L. Dublin, of the Metropolitan Life Insurance Company has given closer attention to the subject than perhaps anyone else. The statistics he presents from time to time are of exceptional interest. He declared not long ago that our whole concept of the prime of life may be changed by correcting disturbances of the chemistry of our bodies and that activities of benefit to society could be carried on long after it has been supposed they must cease. —Edmonton Journal.

31 YEARS WIRELESS

The sinking of the Titanic in 1912 focused public attention upon the use of wireless at sea.

Minesweepers

(London Times)

Among all the heroes of this war none deserves better of the country than the 25,000 officers and men who man the minesweepers. The last war taught the nation to appreciate their predecessors of a minesweeper to-day is many times generation ago; but the task of the more arduous. The ingenuity of the enemy in submarine mining and his success in devising new forms of those subtle engines of destruction have both been great. At one time it almost seemed as if Hitler's boast that there was no answer to his secret weapon might prove justified. That it did not was partly due to the courage and technical skill with which the secrets of the enemy's new weapons were probed and laid bare so that antidotes to them could be devised but no less to thesteadfast devotion of the minesweepers who were not deterred by the manifestation of a new peril, imperfectly understood at first and for the moment beyond remedy, from steady devotion to their dangerous yet monotonous and uncomfortable task. The full story of their services—so far as it can be told at present without advantage to the enemy—is to be read in a sixty-two page pamphlet, His Majesty's Minesweepers, published by the Admiralty.

* * *

The menace of German submarine mining in the last war was serious enough, and it taxed British resources and seamanship to defeat it; but there have been many new developmnts since then. In 1918 there were only moored contact mines to consider, with a few refinements such as a "delayed release," intended to keep a mine on the bottom long enough for the water above it to be swept and reported clear before it rose into the path of shipping. Mines could be laid only in water sufficiently open to be accessible to German surface ships or submarines, and they thus constituted a serious danger only when they could be laid in substantial numbers. Sweeping a channel clear presented no great technical difficulty, though keeping all the channels clear involved the creation of a large and complex organization, and this absorbed large numbers of officers, seamen and craft, and no small volume of material to the production of which manufacturing resources had to be diverted from other fields of the war effort. In this war, however, the minelayers had been reinforced from the air; and aircraft, directly attacking the sweepers, defend the mines that have been laid. The adoption by the enemy of the magnetic mine—actually a British invention of the last war—and later of the acoustic mine, provided a weapon which is not only effective in very shallow tidal water, as the moored mine was not, but actually at its deadliest there; and the minelaying aircraft provided the means of laying them in British harbours and inshore channels formerly inaccessible to an enemy. Accordingly the area to be cleared and kept clear was much increased, while the difficulties and dangers of clearing it had become all the greater.

The immediate result was that more and more British seamen, chiefly fishermen, were summoned and flocked to the mine-sweeping service. H.M.S. Vernon and men of science provided the antidotes: sweeping, doubly dangerous in the dark, was continued by night as well as day. The 1,700-mile "war channel" round the United Kingdom was cleared and has been kept clear, for shipping. Nor is it only in home waters that the services of the minesweepers have been indispensable to the Antipodes. It is a noble record.

U. S. Restores Pants Cuffs

(Montreal Gazette)

The momentous news comes from Washington that the wartime ban on cuffs for men's trousers has been lifted, although the restriction on leg length may bar the long fellows from the privilege. The graceful action emanates from the War Production Board, which, accordingly, deserves the gratitude of the zoot suit boys in particular, some of whom have six-inch cuffs on the nether garments in which they caper—soldiers, sailors, bartenders and bouncers permitting.

There is a poet, Thomas Stearns Eliot, who wrote a song containing these lines:

I grow old . . . I grow old . . .
I shall wear the bottoms of my trousers rolled.

The subject of the song must have been a timid soul as regards dress, for he also said:

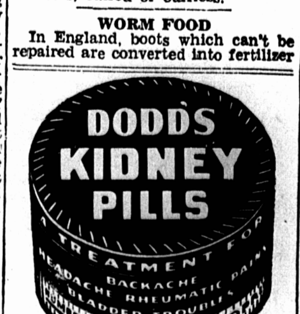
And I have seen the eternal Footman hold my coat and snicker,
And, in short, I was afraid.

These poetic admissions are testimony of the cowardice of man where clothing is concerned. As a rule he wishes to be garbed like his fellows, and any innovation gives him a headache. But as to cuffs, they are a modern development; there were no such adornments in the Gay Nineties. They seem to have been invented in France—remember when French cuffs were introduced to shirtsleeves? Now the cuffs seem to be prevailing over the wartime regulations, some of which in the public estimation are simply in the nature of playing house.

The English nobleman who invented long pants had rheumatism and thought cloth legs down to the heels would guard his health. That was a century and more ago and the long pant legs are permanent. The first longs were tights, after which came the balloon legs like stovepipes, pressed sans seams. The late King Edward favored them, as he favored the homburg hat. Then the press was down the centre, and finally we had the cuffs. What a revolution! But if there is need to conserve cloth, why not wear high-water pants, half-way down the calf, active lumberjack style? These are as picturesque as the longer trousers, cuffed or cuffless.

WORM FOOD

In England, boots which can't be repaired are converted into fertilizer



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— THE —
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That Lisbon-to-London Flight

(Ottawa Journal)

The shooting down by the Germans of a Britain-bound airliner from Lisbon has revived stories of a "tacit understanding" between the belligerents that 'planes flying to and from Lisbon should go unmolested.

No such "understanding" has existed. On the contrary, more than one 'plane plying passengers between Lisbon and Britain has reached its destination with bullet holes in its tail and wings, and passengers on that route have never been guaranteed safety.

The airport at Lisbon, a very large and modern one, is international. There, in its main building, officials of British and German lines are separated by only a narrow hall, but there is no intercourse betwen them, and none of the "fraternizing" between pilots that some reports have spoken of. On the runways of the field British, German, Italian, Spanish and Portuguese 'planes are to be seen side by side. German 'planes usually arrive in the afternoon, and frequently, after their officers report to the German Embassy (and incidentally buy up all the British newspapers they can lay their hands on), start on their return voyage the same day.

British 'planes leave for Britain in the early morning each day; usually between seven and eight o'clock. The 'planes are of British make, slightly larger than the Trans-Canada ships, though not nearly as comfortable, but the pilots are Dutch; this being The Netherlands service that used to run to Rotterdam, but which is now operated by the British. The flight to England is much longer than is commonly imagined, takes between seven and seven and a half hours. Leaving Lisbon, there is a call at Oporto for gas, but after that there are no other stops, and curtains are drawn tightly so that passengers may not see outside. The flight is usually at a height of 12,000 feet.

War—25 Years Ago Today

(By The Canadian Press)

June 9, 1918—New German drive from Montdidier to Noyon met with modified success; French foces retired in centre of front and enemy reached Ressons-sur-Matz. British and German delegates met at The Hague to arrange exchange of prisoners of war.

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The Poets' Corner

THREE CLOUDS

Billow of clouds that ribbon o'er blue,
Spilled cream of heaven, spindrift and its surge,
There would have been—Raphael painted you—
A flight of tumbling cherub your verge.

They call this fell The Cloud, w comely rides
The undulant invasion of the Far above seas of tilth and dowy tides,
In barren calm it takes the veld.

Here in the swart and secret places
An amethystine haze, a fum grace,
Hovers where lakes of bluebell the trees,
The fairest cloud of all, in da place.

—Andrew Moorman in the Lo Observer.

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