THE CHARLOTTETOWN GUARDIAN

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

MONDAY, MARCH 1, 1943.

Don't Read The Speeches

If a man cannot get up on his feet and make a speech without reading it, he should not seek election to Parliament or Legislature, says an exchange, which adds:

In the days of the masters of oratory, anyone trying to read a speech in the House of Commons would have been laughed out of the chamber. Men knew what they wanted to say in those days and they said it.

Under the present system of reading speeches, it means that anyone can write a speech and have a member read it for him. Maybe some members have no idea what they are going to say until their speech is thrust into their hands a few moments before they are to deliver it.

There are times, such as the Budget address, when constant reference to the text or figures and exacting wording of taxation schedules is necessary. But, apart from these few occasions, no Member of Parliament or Legislature should have to resort to a written manuscript, that may very well have been written by someone else.

This is good advice to remember—now that our Legislature is about to open.

Bilingual Policy

Mr. Edouard Lacroix, M.P. for Beauce, may have something on the Government when he accuses it of having two policies, one for the French residents of Canada and the other for the English. The evidence he produces is undoubtedly damning. It consists of copies of a recent speech by Prime Minister Mackenzie King, printed in the two languages, under entirely different titles.

The English version bears the title, "Canada at Britain's Side." The French label is "Le Canada en Guerre." By no stretch of imagination could this be considered a literal, or even a liberal, translation. It is a blatant and complete alteration, the obvious purpose being to keep from the French-Canadians any impression that Canada is in this war because of her British connection.

Perhaps Mr. King personally is not responsible for this transparent effort to curry favor, suggests an exchange. If not, a search should be made for the official who engineered it, and he should be put in a position where he will be unable again to place the Government in such an embarrassing light.

Butter Distribution

Some of the discontent over the butter rationing situation will, it is expected, be allayed by new regulations permitting producing farmers to sell as much as they manufacture. This is ironed out one of the little annoyances that could not well have been foreseen, but which has threatened to cause serious trouble.

Under the original rules, all purchases by retailers from wholesalers and producers had to conform to coupons already collected from consumers. This placed a definite limit on the quantity that could be purchased for resale, and farmers who occasionally made a little butter from surplus milk found themselves unable to dispose of it. The new system is that all of it may be sold, and any surplus will be taken over by the Price Stabilization Corporation, which will hold it and distribute it as needed.

Staggering Figures

According to a report just issued by the Aeronautical Chamber of Commerce at Washington, American aircraft manufacturers turned out $5,000,000,000 worth of airplane engines and propellors during 1942. The volume of planes during the year was 186 per cent higher than in 1941.

This year the airplane output of the factories of the United States has been set at $12,000,000,000, which will be nearly two and one-half times the volume of 1942.

The Chamber's report says that there are now more than 630,000 workers employed in the industry, and that this army will be increased to almost 1,000,000 when peak expansion has been achieved. In this vast working force are included 175,000 women workers, and it is expected that 35 per cent of all new employees in 1943 will be women. The American aircraft industry has an output today for surpassing that of the whole world two years ago. It is one of the predominant features conspiring to bring about an early and overwhelming Allied victory in this greatest of world wars.

Transport Genius

Even as late as the last war ten miles a day was just about the average for an unopposed army trek, writes the London correspondent of the Ottawa Journal. Since they stormed the "impregnable" Axis position at El Alamein, our Eighth Army has advanced 1,400 miles at an average rate of nearly 18 miles a day, or, if necessary halts for deploying to attack are eliminated, actually 30 miles a day.

This, moreover, in face of efficient rearguard fighting by the enemy, and over a desert terrain with only one road, and that mined and sabotaged. Obviously there was behind this record achievement some transport genius, and there is no question the brains of it were under the tin hat of Lieut.-General Sir Wilfrid Lindsell, a 58-year-old gunner officer, who was urgently summoned to Libya last August, after bitter experience of transport and supply difficulties, to solve an almost insoluble military problem.

Sir Wilfrid's organizing genius, which has achieved supply miracles for General Montgomery's Army, is no new discovery. He was former senior military adviser to the Ministry of Supply. But it was essential to have him on the spot in Tripoli.

—EDITORIAL NOTES—

Lamblike anyway.

* * * *

What is this we hear of an attempt to make Mr. Otto Campbell leader of the Liberal Party in succession to Premier Thane Campbell? Coming events casting disturbing shadows before.

* * * *

Festival of St. David, Welsh patron saint, of the 6th Century; said to have presided at the Synod of Caerleon-on-Usk, Monmouthshire, which was the headquarters of the 2nd Augustan Legion during the Roman occupation; he removed the episcopal see from this centre to Minevia, Pembrokeshire, now called St. Davids., where he was buried in 601; was canonized in the 12th century.

* * * *

Nell Gwynne, English actress, born this date 1650; originally an orange-seller; famed for her performances in comedy; mistress of Charless II by whom she had two sons, one of whom became Duke of St. Albans in 1684, three years before his mother's death at the age of thirty-seven; ancestress of the present Duke, Charles Victor Albert Aubrey de Vere Beauclerk, Hereditary Grand Falconer of England; two years before her demise, Pepys described her in his diary as "Pretty, witty Nell."

* * * *

According to President Michael Kalin of Russia, the sword of honor that the King plans to present to the city of Stalingrad will be accepted with gratitude. He said the blade would be received as "a symbol of comradeship in arms between the peoples of Great Britain and the Soviet Union." The most recent swords of honor forged in Britain were in memory of Great War heroes—Jellicoe, Beatty and French. Only about 12 of the country's famed swordmakers remain and one of them will fashion the military tribute of a style used between the 13th and 15th centuries.

* * * *

Catholic Church regulations for fasting and abstaining from meat during Lent (which begins on the 10th, Ash Wednesday) and on certain other days during the year will be relaxed in the Chicago archdiocese, the Chancery office announces. The practice of abstaining from meat on Fridays will remain in effect, but there will be no fasting throughout Lent, and no abstinence from meat except on Fridays, Ash Wednesday, the vigil of Christmas and until noon on Holy Saturday.

* * * *

To date this year it has cost Montreal $212 per inch less than last year to clear the city of snow. According to statistics prepared at City Hall the 83.9 inches of snow which fell up to date has cost the city $8,714 per inch. Over the same period last year, 65.8 inches had been removed at a cost of $8,926 per inch. Figures indicate that $731,079 has been spent to date this winter to keep Montreal's streets clear of snow as compared to $587,325 for the corresponding period of the 1941-42 winter.

* * * *

The Alberta Legislature has unanimously endorsed a resolution passed by a farm debt conference at Saskatoon urging immediate action by the Dominion government to create tribunals with power to deal with the debt problems of the Canadian farmer. The resolution was introduced by Municipal Affairs Minister Lucien Maynard and seconded by Mr. J. C. Mahaffy (Ind., Calgary), leader of the independent opposition. Mr. Maynard told the House there had been some 1,120 foreclosures started in Alberta since December, 1941, when the Canadian courts had declared the Alberta Debt Adjustment Act ultra vires. He felt the concurrence of the House in the resolution would strengthen the demand of western farmers for settlements of their debt problems.

* * * *

As consumers, many Canadians may have felt that they have too few coupons entitling them to purchase rationed commodities. The men on the other side of the counter—the retailer, the wholesaler and the importer—have found one of their principal problems in the tremendous number of coupons which they have had to handle. It is estimated that butter rationing alone involves the use by Canadian consumers of approximately ten million coupons a week. When it is remembered that this is not the only commodity rationed and that each coupon had to be transferred three or four times in the process of controlling trade at various levels, the magnitude of the problem becomes clear. The Monthly Letter of the Royal Bank of Canada for March points out that the same banking practices that permit vast monetary transactions are now being utilized in the handling of ration coupons. The banking system of Canada is providing the ration administrators with the benefit of its experience in handling similar transactions and providing an accounting and clearing system on the basis of established practice. In other words, the banks are performing for the benefit of the country and the people of Canada, the function which they are most exactly suited to perform through their long experience in banking methods.

Notes By The Way

Iceland has introduced gasoline rationing, with allowances of three gallons a week, or 156 gallons a year, for private motorists. Canadian AA book holders, limited to 120 gallons a year, may recall ruefully that once they regarded Iceland as an outpost of civilization. —Border Star.

Re-election of Mrs. Barbara Hanley for her eighth term as Mayor of Webbwood, Ont., sets this district's most unusual municipal record. Mrs. Hanley is Canada's only woman mayor, and that she has attained the confidence of the residents of her municipality or so long a time is a tribute to the ability she has brought to the job at handling its affairs. Eight-year terms for mayor are not un-common anywhere, but Mrs. Hanley's mark is unique for a woman in public office in this country. — Wiarton Echo.

It was a great phrasemaker, David Lloyd George, who led and inspired the British people in the war of 19.4, but it is doubtful whether he was the equal of Prime Minister Churchill. Lloyd George was more elaborate and less direct, whereas Churchill uses the plain and simple words: "We have to make the enemy burn and bleed"; a child can understand the meaning, but who, other than Churchill, can say such things?—Port Arthur News-Chronicle.

The Lord Chancellor is engaged writing his memoirs. One thing can be guaranteed for them; they will be well written. They could also shed much light on British foreign policy from 1931 to 1939. Whether they will is another matter. Lord Simon may think part of the period too recent to permit the use of letters and documents.—Manchester Guardian.

When the Lord Mayor and other speakers declared that Birmingham on a Sunday, particularly a wet Sunday, was a dreary and inhospitable place for visitors, they said what was not only true of Birmingham, but of any other English, Welsh or Scottish town. The explanation dips deep down into our national traditions and prejudices, and despite protests from time to time, those traditions and prejudices, buttressed by the archaic Sunday Observance Acts, appear likely to control conditions for some time to come. Even apart from prejudice, there is much to be said for the maintenance of the seventh day as, in the main, a day of rest and worship, and against the institution of what we have been in the habit of referring to as "the Continental Sunday." But in the past generation or two we have travelled some distance from the old puritanical, Sabbartarian restrictions imposed by our grandfathers and public opinion generally, we fancy, is prepared to support the view that moderate facilities should be provided for recreation and amusement on this day. — Birmingham Mail.

After nearly nine hundred years, the famous Domesday Book is being revised. It follows a complete survery of England since the time of William the Conqueror, when the first Domestic Book was published. The original book dealt with the farms of England, and the new book records such things as the condition of each major farm, its equipment, the crops it is growing, the live stock it carries. It reports on the state of the land, the efficiency of the men farming it, and the adequacy of such services as water supply and electricity. The work has been done by official surveyors assisted by nearly 6,000 farmers. They have covered 37,000,000 acres, inspecting every field on 300,000 farms. Many of these farms in England have remained intact since the time of King William. His object was to find how much could be collected from the farmers in taxes. The present objective is to see how much food can be raised for the community. The Old Domesday Book took twenty years to complete. The new one will be completed in exactly that number of months.—Argonaut, San Francisco

Not much apparently has been thought about keeping prices down, other than the device of blanket ceilings. Broad rationing would help. Also, costs could be cut and production increased in many lines if manufacturing were concentrated in a few of the most efficient plants, and if standardization of products were undertaken. As illustrations: Suppose all soap making should be concentrated in two plants with all others turned to munitions manufacturing, or closed. Suppose it were decided all shoes must be of two or three designs, and of but two qualities and of uniform price. Presumably, there would be more soap and shoes, cheaper and with less man power required for their production. These are drastic steps, but we must begin to think in bold terms if the standard of living is to be kept at reasonable levels, and if the Pennsylvania coal strike is not to become symbolic of the feeling of millions. — Christian Science Monitor.

Lord Nuffield, "the Henry Ford of Great Britain," has announced a gift to the value of $40,000,000 to Oxford University for medical research and development. This is the second great gift of this kind which he has made, in addition to the provision of "iron lungs" to every hospital in Britain and the British Empire that wanted one. Altogether he has given around $100,000,000 for the advancement of medical science in Britain and to build up the health of the people. There are certain parallels in the life of Lord Nuffield (born William Morris) and Henry Ford. Both were humble mechanics to begin with, without money or influence. Morris ran a bicycle repair shop before he dabbled in automobiles. Both gave the public cheap cars and made motoring available to the workingman and his family. Both made fortunes in the doing of it. But there the parallels almost end. Henry Ford put his vast profits back into the Ford business, which, with him, is an obsession, and it will not be denied that he more than any other individual has been responsible for the production of cheap cars that are good cars within the reach of the masses. Lord Nuffield has plowed back a lot of his financial resources into the business, but he probably put as much, if not more, into the science of medicine and public health. It is true that the Detroiter built a fine hospital, but it is not a charity; it is an institution that is expected to sustain itself by patients fees. In the scale of which man has done most for the public good, the balance is heavily in favor of Lord Nuffield. — St. Thomas Times-Journal.

PUBLIC FORUM

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

MORE APPRECIATION

Sir,—For some time now I have been a very interested reader of your most refreshing and informative paper. Like a breath from the deep Atlantic, your journal of that lovely Isle I long to see, comes to us here in the snow-swept prairies.

To me, Prince Edward Island is a story-book place, something lovely and sought-after and unattainable.

Wishing you continued success
I am, Sir, etc.,
ROSE COOPER.
469 Dominion St., Winnipeg, Man

TRANSPORTATION

Sir,—During the present winter a great deal of discussion has taken place regarding transportation between this Province and the Mainland.

The Charlottetown board of trade as usual, has shown commendable zeal in the matter. But up to the present time the Government at Ottawa does not seem to be properly seized with an idea of the importance of this question of transportance, or rather the lack of transportance, that would result should anything serious happen our only remaining boat, the "Prince Edward Island".

The loss of the S.S. Charlottetown was indeed a regretable affair and as was pointed out by our local Government and the board of trade, immediate steps should have been taken to build a new boat, properly designed by the best engineers available, for this arduous route.

We should not be asked, nor should we ever consent to accept any makeshift. "None but the best will be good enough."

By "the best" I do not mean the most luxuriously furnished boat, but the one best able to cope with the ice conditions as they exist and carry the maximum amount of freight, which seems to be ever on the increase.

Under present conditions perhaps we should not be too hard on the Government at Ottawa and my only hope is that the present boat may be able to carry on efficiently till something better is provided.

I am not writing this letter in any spirit of criticism. My sole object is to raise the question, what should that "something better" be?

Three methods have been frequently mentioned: Carferry, Tunnel and Causeway.

The first has been tried and with somewhat indifferent success.

The second has had, and no doubt still has, many advocates, but I am inclined to think that the cost of an adequate tunnel would be prohibitive.

On the other hand with the modern machinery in use at the present time, I would regard a causeway as not only a possibility but as the ideal connecting link between this Province and the Mainland.

This thought may be due of course, to my total ignorance of the engineering problems involved, but I think it would be well worth while to have the Government put two or three competent engineers to work to study the entire question and even if found impossible it would at least settle the question in the negative.

I am Sir, etc.,
JOHN H. MYERS
Hampton.

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Today thousands of RED CROSS WORKERS throughout Canada are united as one person to insure the success of the $10,000,000 NATIONAL RED CROSS WAR SERVICES APPEAL.

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If any organization under Heaven deserves the benediction of the Beatitudes it is surely the RED CROSS SOCIETY. It recognizes no priority of class or color; it has no distinction of race or religion; it treats rich and poor alike. It knows humans only as creatures of a divine creator, and it ministers to both friend and foe.

RED CROSS workers are giving freely of their time and their means to guarantee the success of this undertaking. Meet them with a smile. Accord them every courtesy. Contribute to the best of your ability, keeping in mind that payments may be spread over 12 months.

I appeal for a united effort on the part of both workers and contributors to make sure that the 1943 War Services Appeal of the Red Cross Society will be an unqualified success.

D. J. BONNELL,
Provincial Chairman.

The Poets' Corner

WHITE IN THE MOON THE LONG ROAD LIES

White in the moon the long road lies,
The moon stands blank above;
White in the moon the long road lies
That leads me from my love.

Still hangs the hedge without a gust,
Still, still the shadows stay;
My feet upon the moonlit dust
Pursue the ceaseless way.

The world is round, so travellers tell,
And straight though reach the track,
Trudge on, trudge on, 'twill all be well,
The way will guide one back.

But ere the circle homeward hies
Far, far must it remove;
White in the moon the long road lies
That leads me from my love.

—A. E. Housman.

SANTOS-DUMONT'S FEAT

Santos-Dumont, a Brazilian, won 100,000 francs in 1901 by encircling the Eiffel Tower in a dirigible balloon.

ATTENTION WINE BREEDERS

NOW is the time to guard against

PIG WORM

By using the most effective remedy on the market

Macs Pig-Worm Tonic Powder

It will thoroughly abolish all traces of worms and improve the health of your herd.

Don't delay. Order by phone or mail. All orders promptly attended to.

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Every person who is troubled with gas in the stomach and bowels should get a bottle of "Dr. Evans Stomach Mixture" and see how quickly it will relieve all distressing symptoms.

Dr. Evans Stomach Mixture taken at meal times, not only prevents all bad effects from gas but it promotes the functional activity of the stomach against digestion and improves the appetite. Price 85c per bottle.

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If you are having symptoms of strain — headaches, sore eyes or dizziness — consult a specialist.

At your service with years of experience and a thorough refracting service.

Call in and discuss your difficulties. Write or phone for appointments.

G. F. Hutcheson
F. G. HUTCHESON
G. F. HUTCHESON

HOW TO COMBAT Rheumatic Pains

Rheumatic pains are often caused by uric acid in the blood. This blood impurity should be extracted by the kidneys. If kidneys fail, and excess uric acid remains, it irritates the muscles and joints causing excruciating pains. Treat rheumatic pains by keeping your kidneys in good condition. Take regularly Dodd's Kidney Pills—for half a century the favorite kidney remedy. 109

Dodd's Kidney Pills

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IT'S ALWAYS YOUR TURN TO WRITE

It's regular news from home that the boys on active service really appreciate. Write every week. Tell them about the family—what the friends and neighbours are doing—all the local news. Keep your letters cheerful and full of optimism. Tell them about the money you are saving—the War Savings Certificates and Victory Bonds you are buying—of the plans for the future when they come home.

• Tell them of a Savings Account in the Bank of Nova Scotia which will provide for the readjustment into normal civilian life, for the comforts and pleasures of a world at peace.

Service overseas is provided through our London, England, Branch at 108 Old Broad St., E.C.2. Money may be cabled through any Branch.

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