THE CHARLOTTETOWN GUARDIAN

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

THURSDAY, JULY 29, 1943

Mr. King's Breach of Faith

In his protest against the amendment of the B.N.A. Act without the formal consent of each of the nine provinces Mr. Duplessis, Quebec Opposition leader declared a precedent had been created, and in matters of common law such precedents were very dangerous, and it should also be remembered that the British constitution was a matter of precedents. The provinces had not been consulted as regards this change in the constitution, and since Confederation had been a pact of honor between the two major races, between men of honor it could not be changed without the consent of all the contracting parties. Men of honor could not make such changes without agreement of the parties.

What had happened since the speech from the Throne had been delivered to make Mr. King change his mind? At that time conditions were much worse than they are today, when victory is coming our way.

"This matter does not affect the province of Quebec only," said Mr. Duplessis, "it is a matter of all the provinces, especially of the Maritimes. Today it is our turn, tomorrow it will be the turn of another province, or provinces to suffer. When Quebec asks that its autonomy be respected, Quebec is claiming this not only for itself but for all the provinces.

"In the Maritimes are three provinces, though the combined area is less than half that of Quebec, and the combined population less than that of Montreal. Just try to have those three provinces merged into one. When Saskatchewan and Alberta were created, they were each created a separate province. Saskatchewan was not made a part of Manitoba nor Alberta a part of British Columbia. Who would think now of merging into one province!"

"The rights of minorities know no boundaries," continued Mr. Duplessis, "nor was it a question of race or creed.

"At a time when we are fighting for the rights of minorities we do not want to give the impression that Hitler, that man without a word of honor, without any respect for treaties, is being imitated. The best way to encourage a man to be bad is to imitate him."

New Car Ferry Plans

The Moncton Transcript (Liberal) has this to say about the new car ferry plans:

"New Brunswick as well as Prince Edward Island is deeply concerned over the means of communication between the two provinces. The interests of the two are closely related and the need for adequate provision for transportation of freight and passengers is deeply impressed upon all who have business to do with or occasion to visit the island province. Consequently, the announcement of further details of plans for the construction of a new car ferry was received in this province with interest and gratification second only to the similar reaction in Prince Edward Island.

"Thorough search having failed to locate any other car ferry suitable as a substitute for the lost Charlottetown, Transport Minister Michaud says that preliminary designs for a new ferry have been prepared. The new ferry, he said, would be the best that could be designed and outstanding experts were working on it.

"Although a tunnel under the Northumberland Strait would be the ideal solution of the problem of maintaining uninterrupted communication between New Brunswick and Prince Edward Island, that is something for the more distant future. Meanwhile, for those interested in interprovincial traffic, the wait until the new boat can be completed, until the end of 1945 at the earliest, will be long enough."

Thanks to the silence of our elected representatives in the House of Commons the general impression prevails that this delay is acquiesced in by the people of this Province. The resolution of our Legislature, urging that an immediate start be made on construction, has been sidetracked and if it were not for Mr. J. R. MacNicol, a Progressive Conservative member for Toronto who has proven a good friend to this Province on other occasions as well, nothing would have been heard about our car ferry plans at all at this time. Notwithstanding the Transport Minister's assurance that the plans were ready, when Mr. MacNicol asked to see them he was fobbed off with some excuse. Evidently they are not ready—and even if they were, as a correspondent in yesterday's Guardian remarked—that would still be a long way from the news we are waiting for, namely, that the keel of the steamer is being laid.

Too Many Spuds

In the United States, according to an exchange, potatoes are a drug on the market, especially in New York and vicinity.

Markets only a few weeks ago as bare of potatoes as Mother Hubbard's cupboard now are so overstocked that unless the glut can be relieved there is danger of heavy losses from spoilage Ruell F. Maben, regional administrator for the Food Distribution Administration, has passed the word along through regional administrators to farmers that they have nothing to lose and something to gain by making sure that potatoes are fully matured before they are dug.

The situation is particularly serious in New Jersey where, according to Federal-State statisticians, this crop has been increased from 50,000 to 71,000 acres with a prospective yield this year of 12,500,000 bushels compared to 10,000,000 in 1942. With the supply of seasonal labor uncertain, farmers are reluctant not to dig as soon as possible.

Familiar with the way farmers in the past have broken prices by rushing early potatoes into the markets, Dr. W. H. Martin, director of the New Jersey Agricultural Experiment Station, says government guarantees will maintain prices this year but warns that in a glutted market the vegetables will rot.

—EDITORIAL NOTES—

Revenue Minister Gibson informed the House prior to rising that he was informed some of the brewers are unable to fill their quota of beer owing to a shortage of manpower.

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Air mail poundage carried by Trans-Canada Air Lines last year was 2,308,812, with the estimated total bearing Canadian postage and originating in Canada placed at 1,771,972. The estimated revenue at $2 a pound was $3,543,944 and the estimated profit on operations $321,573. The first five months of 1943 showed a profit of $583,514.

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Robert Barry Dickey, one of the Fathers of Confederation, of Amherst, N.S., died this date 1903; from 1858 to 1867 he sat in the Legislative Council of Nova Scotia and was the official delegate to the Quebec Conference in 1864; he declined to subscribe to the resolutions of the conference, but in 1866 he supported Confederation; after the adoption of Confederation, he was appointed to the Senate, and gave general support to Sir John A. Macdonald's policies; after his elevation he played only a small part in politics in his province or in the Dominion field, dying at the good old age of eighty-two.

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Law's delays are proverbial, and a case in point is the criminal prosecution of those allegedly responsible for the disastrous Cocoanut Grove Fire in Boston on November 28 last when 492 lives, including those of several Canadians were lost. A Superior Court jury has just convicted Samuel Rudnick, a contractor, of conspiracy to violate Boston building laws in connection with the fire. The jury acquitted three others, including James Welansky, a brother of Barnet Welansky, owner of the club. Barnet now is serving a long prison sentence for manslaughter, as a result of the fire. Sentence was not imposed immediately.

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Reading of party conventions attended by no more than two hundred or three hundred people in Ontario ridings where there are several thousand voters, the Ottawa Journal is disturbed. We are not so sure, however, that what is said to be happening in Ontario, comments the Gazette, is exceptional in that province or that it implies necessarily a flaccid democracy. The probability is that when the 4th of August comes around the Ontario polling booths will be very active centres. It is quite possible that the people have already made up their minds as to what they intend to do on that day.

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It is not customary for the general public here to consider civil servants overworked and underpaid, but in the opinion of Mr. Angus MacInnis, M.P., the Government should set up some agency to deal with the problems of low salaries and the working conditions of the Civil Service. His suggestion came when Transport Minister Michaud's estimates were before the House; and again when Postmaster General Mulock was putting through his estimates, the Vancouver member attacked Civil Service administration on the ground of the regulations governing permanent appointments being too rigid. It seems the classifications are too stiff a hurdle to jump, and officials become restless in being kept too long without anticipated increases by moving from one classification to another.

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Are the Irish as a whole any more behind de Valera than the Italians were behind Mussolini? In the current issue of the Quarterly Review, Lord Gorell reviewing the war situation illustrates what we mean as follows: Let us end, as the British always like to do both when it is suitable and when it is the reverse, on a note of humour, and let it be none the worse for being both true and Irish. There was a day when one of our service flying-boats was forced for lack of petrol to make a forced landing in the sea in the vicinity of one of the ports of Southern Ireland. Dolefully the crew faced the fact that they would be due for internment as the harbour-master put out to investigate; but his question was "how much petrol d'you want?" Surprised, the commander answered, "Why d'you ask? Aren't you supposed to be neutral?" "Faith," replied the harbour-master, laughing, "We know which side we're neutral on!" So says the world, and so will it say down all the corridors of Time.

* * * *

A recent issue of the Egg and Poultry Market Report issued by the Dominion Department of Agriculture states that next fall will be a real test of the ability of Canadian egg producers to meet consumer demand. With current wholesale prices at Vancouver and Halifax within seven cents of the ceiling price and Montreal eight cents, Canadians continue to eat more eggs than ever before. Consumer demand normally falls off in the middle of October and November when storage eggs come on the market and higher prices prevail. "This year there are no storage eggs, and, with greater purchasing power, higher quality, and price not a restraining factor, consumer demand is likely to continue to an unusual degree. Producers are faced with the problem of providing the biggest possible volume of fall eggs.

Notes By The Way

We read that the cloth saved from men's trouser cuffs would carpet a broad path from Toronto to Windsor. So that is what they are going to do with it! —Peterborough Examiner.

In the far north of the Russian front, reindeer are hauling bombs, gasolene and other supplies to the aerodromes. So there is a Santa Claus. —St. Thomas Times-Journal.

If some of these fellows who strike over trifles had to spend a day or two on a raft in the North Atlantic, they would not consider their present lot, even under its disabilities, such an unhappy one.—Vancouver Province.

When Demobilization Day arrives in Canada it is likely that there will be 2,000,000 Canadians in the armed forces or engaged in war industry or war services. At this moment there are 900,000 in war industry (of which at least 240,000 are women) and 725,000 in the armed forces (including 26,000 women). These totals are sure to increase steadily as the months go by; and rapidly if the Canadan army gets into action, as it probably will before very long. So that to say that many Canadians will find their occupations gone the moment D-Day arrives is not an exaggeration. —Ottawa Citizen.

The younger generation of flyers created by this war contains many who are enthusiastic as Igor Sikorsky about the post-war possibilities of the helicopter as a family car of the air, which could do much to stop the concentration of living in overcrowded cities. The beauty of the helicopter for local commuting, short-distance vacation and similar purposes is that it would not require a complete rebuilding of existing communities to provide scores of hundreds of big airports. Some development of the principle may well be to the plane age what the Ford car has been to the motor age. —Chicago Daily News.

Of the 4,500,000 soldiers in the Revolutionary and Napoleonic armies from 1792 to 1815 about 2,500,000 died in hospitals and 100,000 were killed in action, says Waldemar Kaempffert in The American Mercury. In the Crimean War 8,250 Frenchmen were killed and 59,815 died of sickness. In our Civil War the Union forces lost 67,058 on the battlefield, 43,012 who died of wounds and 224,586 who succumbed to disease. Until World War I infections were always deadlier than bullets. Today disease is under control and surgeons reguard the appearance of infection in soldiers on whom they have operated as little short of a disgrace. —Exchange.

Since December 7, 1941, day of the attack on Pearl Harbor, the reading of newspaper editorials has increased by more than 75 per cent among men and 50 percent among women, James R. McLauchlen, of the Bureau of Advertising of the American Newspaper Publishers Association told the advertising group of the Special Libraries Association. Institutional and inspirational advertisements relating to the war effort are more widely read than the best product-selling advertisements, Mr. McLauchlen said in citing other changes in newspaper reading habits since Pearl Harbor. At the close of 1942 he added, 37,000,000 families in the United States and Canada were buying newspapers. —Exchange.

Of the 30,000 books published during the war by Soviet publishing houses, 2,000 were written by Red Army commanders and men. Among the authors is Hero of the Soviet Union Pavel Pesko, a flyer who has made 267 operational flights and shot down 33 German planes. Peskov wears three decorations, and is particularly famed for an engagement in which five Soviet fighters fought and routed 30 Germa planes. This operation earned the gallant flyer the title of Hero of the Soviet Union. Another author is Scout Sergeant Grigori Kolossov, of the Soviet marines, recently decorated by King George of England with the Distinguished Service Medal. Besides books on the war, Red Army commanders and men have written volumes of short stories, novels and verse.—U. S. S. R. Bulletin.

Even as far back as the early history of northern Europe the strange and unusual migrations of the lemmings attracted attention. At intervals over a period of years they increase greatly in numbers, food and weather conditions being favorable. Then a resistless urge to migrate seizes great multitudes, and off they go, large armies moving in the same direction. On and on they travel, swimming streams and lakes in their path, continuing the march no matter what the obstacles. Persistently they keep to their purpose, though no one even the little beasts themselves, know their destination, or the reason for the headlong stampede. Sometimes these migrations wear themselves out and disappear for countless numbers of the little travellers drown, die of disease, and fall victims to the predatory birds and animals that follow them. Sometimes they end in disaster only when the onrushing hordes reach the sea, plunge in and swim until they become exhausted and perish. — Our Dumb Animals.

Eight years ago this department reported the discovery by Dr. Szent-Gyorgi of Szeged, Hungary, that vitamin C, in which the citrus fruits are especially rich, has no effect on scurvy unless it is accompanied by an unknown factor which he called vitamin P, says The New York Times. This "P" reduces the fragility of the capillaries. Unless it is present the capillary walls burst and bleeding flows. English, German and other scientists were unable to confirm the existence of vitamin P in animal experiments. Belief in it gave way to incredulity. More recent work done in Scotland by Dr. Scarborough, Dr. Zaecho of Denmark and the Glaxo Laboratories of London have confirmed Szent-Gyorgi's original findings The Royal Infirmary of Edinburgh has shown that the citrus fruits do contain something which strengthens the capillary walls. The Glaxo Laboratories have shown how vitain P activity can be assessed. But what is vitamin P? There is no answer because it has not yet been isolated.

By being forced to spend the night in close quarters, more good pullets are spoiled than in any other way Birds like to roost in the open. Range shelters—low-cost open sided sheds—are the answer.

New Brunswick And The B. N. A. Act

Mr. A. P. Paterson, Saint John, N.B., who is one of the outstanding authorities on the British North America Act, writes apropos of the editorial in The Guardian on "Hands Off the B.N.A. Act." He says:

* * *

Such a veil of mystery has been (deliberately, I believe) drawn over the Constitution of Canada, and so much untrue propaganda has been circulated respecting it, that I doubt if many Canadians would grasp the true meaning of all of the editorial and most Canadians would think that "the Confederation Fathers" means only the British North America fathers and especially Macdonald of Ontario and Cartier of Quebec.

The basic law or foundation of Canada's constitution is the inter-provincial agreement of 1866 which was arranged by authorised delegates of Nova Scotia, New Brunswick, Lower Canada (Quebec) and Upper Canada (Ontario) at the Westminster Palace Hotel, London, without any representative of the British government present—Upper Canada and Lower Canada acted as separate provinces.

Those delegates had all the power necessary to arrange the agreement which in nature is a Confederation but they could not make it legally binding, nor divide the Province of Canada into Quebec and Ontario, nor provide for the Crown's connection with the confederative governmental organization, consequently they sent the agreement to the British government with the request that legislation be passed by the Imperial Parliament to legalize it and provide for the Crown's connection with it, or to "sanction" it.

This necessitated a joint conference of the provincial delegates and representatives of the British government which was held in January, 1867, with Lord Carnarvon, the Colonial Secretary, as chairman and Lord Tring as the legal draftsman, and that joint conference drafted the B.N.A. Act 1867 and the Canada Railway Act 1867. The latter pertains to the Intercolonial Railway only and is very important.

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The status of the inter-provincial agreement of 1866 is clearly defined in the 1937 judgment of His Majesty's Privy Council, P. 108, as "the inter-provincial compact to which the B.N.A. Act gives effect," and it seems to me that our position would be much stronger and better understood if Canadians were made to realize that the initial authoritative action is the "inter-provincial compact" and that the B.N.A. Act is the second authoritative action, which would make it clear that an amendment requires unanimous consent.

Speaking in Montreal in 1883, Lord Carnarvon said in effect that the B.N.A. Act should be interpreted as "a treaty of alliance"; it seems to me also, that Lord Carnarvon and Lord Tring should be included in the Confederation Fathers. Of course no change can be made in an Act of the British Parliament except by that Parliament, so that "safeguard" is the automatic result of having the inter-provincial agreement sanctioned by that Parliament.

Almost from the time the Confederation was established attempts have been made occasionally to break that Imperial connection. In December, 1935, the Dominion invited the provinces to a joint conference without advance notice of what was to be discussed and within a few minutes after the constitutional committee met with Justice Minister LaPointe as chairman, the provinces were asked to agree to give the federal parliament the power to have the final word, i.e., to break the Imperial connection; and all the provinces expressed their willingness except New Brunswick. Consequently the conference adjourned to meet in January 1936, but in the meantime in some of the other provinces, Nova Scotia especially, doubts developed and, as The Guardian States, the matter was dropped.

The stage was all set by Ottawa to rush the provinces and get them to agree, and it was disclosed that the lengthy resolution introduced by Ontario and seconded by Quebec had been prepared by Ottawa officials; also Mr. LaPointe admitted his ignorance of all that is in the B.N.A. Act. I got the impression that LaPointe was acting on the advice of those officials, and no doubt Mr. St. Laurent is doing the same thing. It is evident that Mr. Coldwell (C.C.F. leader), doesn't know anything about Canada's con-

(Continued on page 6 Col. 8)

The 8th Army

How the famous 8th army came into being is told by Ian Hay in the London Daily Mail. He recalls that it began as part of the Franco-British Expeditionary Force early in 1940. This force was sent to Egypt to protect that country, and especially to protect the Suez Canal. Now the French have always felt and claimed a sort of proprietary interest in the canal, and the French force making up the expedition was larger than the British. Weygand's name bulked larger than Wavell's. The difference was that in June of 1940 Weygand's army ceased to fight. It associated itself, or rather its commander did, with the collapse of European France. So Wavell, at the time outnumbered by five to one by the Italians, was left holding the bag. His own strength at the time consisted of an armored unit, formerely the 11th Hussars, used as a mobile frontier, force, and some detachments of infantry made up from the Coldstream Guards, the King's Royal Rifle Corps and some Free French units. He had hardly any air force, but this lack was made up by the Royal Navy under command of Admiral Cunningham. This included "an inpertinent little naval detachment known as Inshore Squadron. This consisted of the old monitor Terror, a veteran of the Belgian coast in the last war, and two converted Liverpool ferry steamers, the Ladybird and the Aphis."

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The British forces were disposed along the Egypto-Libyan frontier, with the Port of Solum on their right. In September Graziani attacked in great strength, and the British were forced back to Sidi Barani, just inside the Egyptian frontier. There they hung on for three months, defying Graziani's efforts to dislodge them, and, in the meantime, by a historic decision of Churchill's they were steadily reinforced and rearmed. In December, when the discrepancy in numbers favoring the Italians had been reduced to two to one, Wavell struck. Under him at this time were units of the Royal Fusiliers, the Cameron and Argyll and Sutherland Highlanders, the Queen's the Leicesters, the Rajputani Rifles and the Punjabis. The force was then called the Army of the Nile, but it was really the nucleus of the 8th Army, and it had its first great chew and swallow of victory, Graziani was bundled out of Egypt, and a retreat grew into a rout, with such places as Bardia, Tobruk, Derna and Bengazi flashing into the news. In 62 days Wavell chased Graziani 400 miles and reached El Agheila on the Gulf of Sirte. He had taken 133,000 prisoners and was halfway to Tripoli.

* * *

It was then that there was an interruption to the triumphant advance. Germany invaded Greece, and Greece cried for British aid. The only available army was Wavell's, and it was sent, thus depriving the commander of the total victory which he felt to be almost within his grasp. It was not long before the 8th Army had to taste defeat again. This was after the arrival of Rommel and his Afrika Korps of two armored divisions. He struck quickly, with the result that in a comparatively short time the British were back where they had started on the Egyptian frontier. In the meantime, Wavell had been succeded by Gen. Auchinleck, and the army, now called [illegible] had been reinforced. It was now the British turn to advance, the objects being the relief of Tobruk, which had held out for eight months. After three weeks of hard fighting Tobruk was relieved and Rommel pushed back to El Agheila. There was then a pause for four months, with both armies working desperately in preparation for the terrific battles they knew were to come. This time Rommel took the offensive, supported by dive-bombers, and inflicted upon the 8th Army its heaviest defeat.

Auchinleck lost the greatest part of his armor, and 23,000 men taken Tobruk succumbed after a seige of prisoner. Perhaps worst of all Tobruk succumbed after a seige of 36 hours. It was the blackest night for British arms since Dunkirk. It was to have its glorious dawn. Auchinleck then performed a task of whose skill and difficulty only professional soldiers can speak, and they speak in terms of the highest admiration. He rallied his beaten and broken forces, took up a strong position at El Alamein, and waited for more armor and more men. It was at this time that there was another shift in the command of the Middle East and the team of Alexander and Montgomery took hold. Again Montgomery waited for it is his nature to make no move until every last preparation has been made, checked, rechecked and perhaps checked again. Reinforcements continued to pour in, including the famous 44th, 9th and 51st Divisions. When he was ready he struck, and as Mr. Hay writes: "It has been a victory for long views, intensive training and perfect co-operation of all arms. And let us not forget the primal cause — dogged refusal ever to admit defeat."

MAYBE you're making bombs or tanks or plane parts or ships—but the real job, the *big* job today is delivering the stuff right into the heart of enemy country. No job is more essential today than sweeping enemy planes from the skies; than blasting half-made U-boats back into scrap metal.

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The Poet's Corner

FAIRY SONG

Shed no tear! O, shed no tear!
The flower will bloom another year.
Weep no more! O weep no more!
Young buds sleep in the root's white core.
Dry your eyes! O dry your eyes!
For I was taught in Paradise
To ease my breast of melodies,—
Shed no tear.

Overhead! look overhead!
'Mong the blossoms white and red,—
Look up, look up! I flutter now
On this flush pomegranate bough.
See me! 'tis this sfivery bill
Ever cures the good man's ill.—
Shed no tear! O, shed no tear!
The flower will bloom another year.
Adieu, adieu—I fly—adieu!
I vanish in the heaven's blue,—
Adieu, adieu!

—John Keats