THE CHARLOTTETOWN GUARDIAN

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THE LIBERAL SPLIT

Our local contemporary does not seem to know whether it is coming or going on the Marketing Bill. With its federal leader denouncing it, its local party members commending it, and Mr. Motherwell suspended like Mahomet's coffin betwixt and between these opposing viewpoints, the situation has its embarrassments. The main point which our contemporary should bear in mind, however, is that the enabling bill, though introduced by the Government, passed unanimously in the local House, and with the expressed approval of leading Liberal members. Desertion of the cause which these members espoused can only be construed as disloyalty of the basest kind. If the bill is, as Mr. W. H. Dennis stated it to be, the most important to our farmers that has ever been introduced, then it is high time that it received the support which it is entitled to receive from the local Liberal press. Straddling the fence will not do!

Mr. King himself gave a contemptible exhibition of fence-straddling when on April 24 he moved an amendment which would have enabled the Liberals to vote against the measure while at the same time maintaining to their constituents that they had favored marketing legislation. Parliament thwarted this manoeuvre by defeating the amendment on the overwhelming vote of 103 to 51. As Premier Bennett tranchantly remarked, the rules of the House are "predicated on the assumption that Members of Parliament have convictions and opinions which they are prepared to back up!"

So far as the Opposition in this Province is concerned, our farmers and fishermen have been told by Messrs. LePage, Dennis, Campbell, Annear and other Liberal members what the passage of this legislation will mean to them in increased profits from the marketing of their products. We do not suggest for a minute that these gentlemen have any intention of going back on their statements. What we do suggest is that they had a right to expect more loyal support from their party organ than they have received since Mr. Mackenzie King's pettifogging objections were first raised in Parliament.

As Hon. H. H. Stevens well said, Mr. King, during the whole of his remarks on the Marketing Bill, showed not the slightest consideration for the seriousness of the problem which our primary producers have been confronted with during the past years of world depression. There was not a syllable in his whole speech devoted to offering a solution or encouragement, or even recognition, of the existence of these problems. "I ask the right hon. gentleman," said Mr. Stevens, "with regard to his reading us a lecture as he did for about half an hour on our disregard of the principles of Magna Charta, the Petition of Right, the parliamentary principles enunciated in the reign of William and Mary, while we all value these old principles, what on earth have they to do with the problems now before Parliament?" And the Minister proceeded to show that there is not a regulatory statute such as the Live Stock Act, the Root Vegetables Act, the Potato Grading Act, the Grain Act, or a score of other acts,—passed, many of them, when Mr. King himself was in office,—in which drastic powers of control have not been given, and in which the regulations exceed in dimensions the scope of the act itself.

Another speaker in Parliament put the question this way: "Let us approach the consideration of the bill from this point of view, that it is going to be put into force, and the machinery operated, by decent, sensible people who will endeavour to serve the interests of those whom they will be trying to serve. Let us take that view rather than proceed on the assumption that all the scoundrels and scalawags that can be got together will be put on the board for the sole purpose of hampering the administration of the legislation and making the whole thing impossible. . . . We are not dealing with normal markets or marketing conditions, and theories that are of general application often do not apply under exceptional circumstances. For this reason, because I believe that the bill, if properly applied, as I believe it will be applied, will assist in the orderly marketing of our goods, in the placing of our goods upon the best market, in the regulation of grades of goods that shall go to those markets, in providing that goods in an improper state shall not be marketed, and in doing various other things that will assist our producers—it is because I believe that the bill will accomplish these things that I support it, and in supporting it I think we are doing something for our constituents and for the country at large and particularly for those people who are engaged in the production of primary commodities."

This reads as convincingly as did the arguments advanced by our own local Liberal members in support of the bill when introduced by the MacMillan Government; nor can there be any question but that it expresses the viewpoint generally of our farm and fishery producers.

Whichever way the federal Liberal party splits is now of secondary interest to the country. The bill will pass in any event. What is of significance is the persistence of the partisan attitude maintained by the Liberal leader, and the evident willingness of our local contemporary to support him at the sacrifice of every other consideration.

TIMELY WARNING

Timely is the warning of a western exchange that with the return of Spring there is an increase of auto traffic on the highways; and there follows, with unfortunate persistence, an increase in the number of auto-and-train crashes. During the winter months the news columns are comparatively free of despatches relating how one or more persons were seriously injured or killed when the motor-car in which they were riding ran into the side of a train, or stalled on the tracks when the driver became excited. But one notes the recurrence of such despatches, now that the traffic is increasing. Within the past week several have been reported.

Motorists will do well if they learn by these accidents. The side of a freight train, or the nose of a locomotive, are formidable objects for anyone to attack with a motor-car: even if advertisements do show autos being rolled down hillsides to test their strength, it does not necessarily follow that they can lick a train.

There are far too many level-crossing auto-and-train crashes each summer; and the tragedy is that practically all of them are avoidable. Most crossings, perhaps nearly all of them on well-travelled highways, are conspicuously marked. The motorist has usually ample time, even when travelling fast, to slow down and look for trains. And though he's sure one isn't due he should be equally cautious; it is the unexpected element that creates tragedy.

THE COST OF WAR

The annual report of the "Carnegie Endowment for International Peace" edited by Nicholas Murray Butler, director, contains the following information:

If it be even partially true that the economic motive is dominant in the mind of most human beings, then there is no more important task before the world's intelligence and the world's scholarship than to make it clear to the public opinion of the people of every nation which hopes to be deemed civilized, how directly the loss, the suffering and the distress which they are now compelled to endure are the effect and the result of the World War. The colossal destruction wrought by that stupendous contest was dramatically set forth in the following statement published in the Congressional Record of January 13, 1928:

"According to the best statistics obtainable the World War cost 30,000,000 lives and $400,000,000,000 in property. In order to give some idea of what this means just let me illustrate it in the following:

"'With that amount we could have built a $2,500 house and furnished this house with $1,000 worth of furniture, and placed it on five acres of land worth $100 an acre and given all this to each and every family in the United States, Canada, Australia, England, Wales, Ireland, Scotland, France, Belgium, Germany and Russia.

"'After doing this there would have been enough money left to give each city of 20,000 inhabitants and over in all the countries named a $5,000,000 library and a $10,000,000 university.

"'And then out of the balance we could have still sufficient money to set aside a sum at 5 per cent. interest which would pay for all time to come a $1,000 yearly salary each year for an army of 125,000 teachers, and in addition to this pay the same salary to each of an army of 125,000 nurses.

"'And after having done all this, we could still have enough left out of our four hundred billions to buy up all that France and Belgium possess; that is, every French and Belgian farm, home, factory, church, railroad, street car—in fact, everything of value in those two countries in 1914

Notes By The Way

The first news covering Japan's "re-statement of policy" in the Far East seemed perfectly plain and not very unreasonable. The despatches that have followed through United States channels give it a sinister twist that it does not appear to deserve. To begin with, it is not new. The emphasis on Japan's assumption of responsibility for preserving order in the Far East is merely a little deepened. This will not worry Great Britain and is very unlikely to cause diplomatic tension. The United States may not like it, but the United States has always taken China's part. This is easy to do on sentimental grounds, but Japan, living next door to an unstable neighbor who flirts with bolshevism, is compelled to take a practical view and it is not surprising that Tokio should issue a warning to those who provide training and war machinery to a nation that is in its every action unprogressive and obstructive.

Georges Sarret, former consulting lawyer of Marseilles, convicted of several murders in which he disposed of his victims by an "acid bath" was guillotined last week. Sarret, a student of chemistry as well as law, killed most of his victims to collect on insurance and wills. He was trapped after he had left a tell-tale spot on the floor of a cellar where he disposed of a body by immersing it for days in a bath tub filled with devouring acids.

If the Germans had any sense of humour, says the London Sunday Chronicle, they would know that the banning of the British film "Catherine the Great" would make them look ridiculous. It is not the most outrageous thing that the Nazis have done, but it is certainly the most foolish. That the sight of Elisabeth Bergner on a German screen should enrage them because she is Jewish, and cause the intervention of the Prussian Ministry of the Interior, is proof of their lack of proportion. In the old pompous Prussian way they take themselves so seriously that they invite the world to laugh at them. They stand on their dignity so hard that they flatten it. Once again it is made clear that Prussianism and Hitlerism are one.

It is wholly misleading to assert that the Pan-American Conference at Montevideo was really an international conference at all. What really assembled there was a gathering something like one of Great Britain's quadrennial imperial conferences. The ABC countries, Argentina, Brazil, and Chile, correspond to the self-governing Dominions like Canada and Australia. Below these in rank come the Crown colonies possessing local autonomy, like Venezuela, for example. At the bottom you find the simple protectorates, for instance, Haiti, administered by our Division of Latin-American Affairs.

The Free State's expenditure for next year, says the Irish Times (Dublin), is reckoned on an increase of nearly two million pounds. This mounting bill of costs would not be so thoroughly alarming if it were accompanied by a corresponding increase of revenue. In fact, the revenue for the present year more than balances the increased expenditure; but to anybody who looks more than a few months ahead this increase of revenue will bring no satisfaction. In the first place, most of it springs simply from the withholding of the land annuities. In the second place, while there is every sign that expenditure will continue to rise from week to week, there is no reason to believe that revenue will keep pace with it. The Free State taxpayer has reached the limit of his capacity; his business and his income are waning, and a time is approaching rapidly when the ordinary sources of taxation must fail.

The Suez Canal, says the Calcutta Statesman, is of vital concern to India. Of late the strategical importance of the Canal to India, Australia and New Zealand and the Far East has indeed, in contrast with the apathy of seventy or eighty years ago, been fully realized by Imperial strategists and statesmen. Its defence has figured in all the British discussions with Egypt since the War, and is now, whatever may be the political status of Egypt in the future, regarded as a major British interest. During the Great War Germany described it as the "juglar vein" of the British Empire.

A Nazi newspaper asks "what now?" after reviewing France's abrupt destruction of all the painstaking progress made by Great Britain, Italy and Germany towards arms limitation. It is very much what everybody feels. The petulant overturn of a vehicle that promised to carry Europe a little nearer peace seems so entirely unnecessary. France has made definite assertions as to German unauthorized re-armament. So far as is disclosed no other nation has been convinced of this fact or is disposed to accept it. At least France owes it to the world to produce reasonable proof of what she declares.

Two priceless frescoes painted by Michael Angelo in the Pauline Chapel of the Vatican, "The Conversion of St. Paul" and "The Crucifixion of St. Peter" have been "damaged if not irremediably ruined" by a recent restoration, says the art critic of Giornale d'Italia.

It will probably be decades before we shall know with any certainty how much of the bolshevist militarism is real and how much is window dressing. Comrade Kalinin, the president, recently uttered words that, if taken at their face value, indicate a Russian plan to make every peasant a soldier who can spring to arms at any moment, secure in the knowledge that the women and children are trained and competent to carry on business as usual. If this is not preparation for war designed by Russia, it is deep conviction that war is inevitable. The very naivete of Kalinin's disclosures, however, gives rise to a suspicion that the state of Russia's readiness is more on paper than in actual preparedness, but that meanwhile the process of putting the wind up others diverts the oligarchs of Moscow.—Ex.

That Body of Yours

By James W. Barton, M.D.

HIGH BLOOD PRESSURE IS A WARNING SIGN

High blood pressure should be regarded as a warning. Its cause should be sought and treated.

High blood pressure has frequently been reduced by diet, the removal of infection from teeth, tonsils, intestine or other parts of the body, and by the use of gland substances. Therefore it may be assumed that faulty eating, infections and gland disturbances are causes of high blood pressure.

By these methods—proper eating, removal of infection and the use of gland substances—the kidneys are benefitted. These methods also help to prevent the most frequent causes of death among adults, that is heart, bloodvessel and kidney diseases.

Thus these three methods of treatment of high blood pressure are the best measures of preventing old age.

I am quoting the opinion of Dr. R. H. Rose, New York City, in the Medical Journal and Record.

In other words high blood pressure is Nature's method of taking care of various ailments as low pressure might be unable to send the blood with sufficient force and quantity to all parts of the body. High blood pressure, because the pressure is high, overcomes many obstacles.

However the big point to remember is that while high blood pressure is not a calamity, it is a warning that something, somewhere in the body is wrong; that while the body is doing good work in fighting the trouble, every effort should be made to find out the trouble and remove it, before the heart and bloodvessels are exhausted by the long fight.

The first thought is about the food intake which means that, generally speaking, vegetables, cereals, and milk should be the main articles of diet and the amount of meat should be cut down.

Any possible source of infection should be sought, the commonest first—teeth, tonsils, intestine.

And finally gland extracts such as liver extract should be used when other methods fail.

Remember, you may feel well with high blood pressure, but nevertheless it is a warning that Nature is fighting some enemy within you.

The Poet's Corner

THE LAST OF THESE

Lord, in thy Courts
Are seats so green bestowed
As there resorts
Along the dusty road
A cavalcade—King, Bishop, Knight and Judge:
And though I toil behind and meanly trudge,
Let me, too, lie upon that pleasant sward—
For I am weary, Lord.

Christ, at Thy board
Are wines and dishes drest,
That do afford
Contentment to the best;
And though with poverty my bed hath been
These many years, and my refreshment lean,
With plenty now at last my soul acquaint,
Dear Master, for I faint.

But through the grille,
"Where is thy robe?" said He:
"Wouldst eat thy fill,
Yet shirk civility?"
"My robe alas! There was a little child
That shivered by the road"—Swiftly God smiled.
"I was that Child," said He, and raised the pin:
"Dear friend, enter thou in!"

—Sir Arthur Quiller-Couch

From Variety To Talkies

(Montreal Gazette)

Moving pictures have established themselves in virtually every country of the world and it is interesting to note that the newspapers of India and South Africa contain advertisements of the same film productions as are being presented in London or New York or Montreal. The entertainment fare seems to be universal. Even in London, home of the legitimate theatre, the plays and variety or vaudeville, turns, as presented by men and women in person, are rapidly giving place to the cinema brand of pastime. The latest theatre to make way for the new order is the London Pavilion, which, according to one great metropolitan newspaper, has probably been "seen by more people daily than any other "theatre in the world." The last variety performance in that establishment was on Friday, April 6th, and on the following Monday the wreckers took charge, and when they have finished with the demolition, the builders will begin work at high pressure in an attempt to have a modern luxury cinema ready for opening in September next. The new Pavilion, according to the London press, will be an important shop window for an American corporation, where will be shown popular film favorites of the United States as well as pictures from British and Dominion studios. The London Pavilion is the second famous West End music hall to be came a cinema, the first being the Empire. For half a century it has been a landmark known to visitors from all over the world as well as the Londoners themselves, and such famous stars as Dan Leno, Marie Lloyd, George Robey and Vesta Victoria have furnished amusement to big audiences from its boards. Their successors in the age world will now have to act though the films, which will carry their work to the four corners of the globe to audiences of every color. Devotees of the stage proper may lament the development, but the rising generation will not worry for to them movies are all in all; acting in person is too slow in their estimation. Also, people may go to the movies at any hour and leave when they please, and no dressing up is necessary. So, the cinema, as they say in London, holds away over all, and the old-style theatre and the music hall are going the way of the hansom-cab and growler.

BOOK 900 YEARS OLD FOUND

Believed to be at least 900 years old and of great value, a small volume has been discovered during an examination of old manuscripts in the library of Exeter Cathedral, in England. The book relates to Leofric, first Bishop of Exeter (1051-1071), who presented to the Cathedral the Exeter Book, an anthology of Anglo-Saxon poetry.

10 Years Of Imperial Airways

The first ten years of a British national effort to establish air transport on definitely commercial lines have just been completed. Imperial Airways came into existence in April, 1924, its mandate being to establish British air transport as soon as possible as a self-supporting industry. The first link in the chain of Imperial air communication, that between Cairo and Basra, was established in January, 1927. Two years later this service was extended east and west to form a regular air-mail route between London and India. In 1930 came an agreement for a weekly Cairo-Cape Town air-mail, the first sections being opened in February, 1931. A year later it was found possible to continue the route southward, enabling passengers, mails, and freight to be air-borne through from London to Capetown.

In July, 1933, the Indian air-mail was extended to Calcutta, and in September to Rangoon. In December of the same year a further link was established to Singapore. Towards the end of the present year it is hoped to complete the through route of 11,000 miles between England and Australia. This summer, also, it is planned to eliminate on Empire routes the train links between France and Italy, replacing this by aircraft stages; while investigations continue as to the operation of an Atlantic air-mail between Great Britain, Canada, and the United States.

Flying between London and Paris are the 4-engined "Heracles" type, carrying 38 passengers and a crew of four. Machines of approximately the same type—the "Hannibal" class—but with different accommodation and equipment, are in operation between Cario and Karachi, and on the Africa route.

Built for high speed at high altitudes in Africa and the East is the 4-engined 1,360 h. p., "Atalanta" monoplane air-liner. Having accommodation for 9 passengers, a crew of two, and nearly a ton of mails and baggage, this machine cruises at 120 miles-an-hour, with a maximum of 150 miles-an-hour. On mediterranean sections the 4-engined 2,200 h. p., "Scipio" flying-boats operate, carrying 16 passengers, a crew of four, and three-quarters of a ton of mails and freight. One of the latest Imperial Airways fleet units is the 4-engined "Scylla"—the largest air-liner to be built so far for service on any regular route. Its saloons seat a total of 39 passengers, one of these saloons being equipped as a smoking compartment.

Another new air-liner—the fastest 4-engined passenger-plane so far produced—has been built for Imperial Airways and Quantas Empire Airways in connection with a tender for the air-mail extension to Australia. This machine, the De Havilland 86, which is also to be used on certain continental routes, and by Railway Air Services on British internal air-lines, is driven by four engines developing a total of 800 h. p. Carrying up to 10 passengers, it cruises at 145 miles-an-hour, and has a maximum of more than 170 miles-an-hour.

The service to India began with a flexible schedule of seven and one-half days. As experience was gained this was shortened to just 6 days. With this summer's schedule the journey will be speeded-up so that it occupies only 5 days. On the Africa route the first London-Capetown schedule was one of 11 days. Then it was reduced to 10 days. With this summer's schedules it will be shortened to 9 days.

In its first year (1924-25) Imperial Airways operated over 1,760 miles of continental routes, flying a total of 353,024 miles and carrying 11,396 passengers and 26 tons of mails and freight.

During a recent period of twelve months the aircraft of the Company were flying over 14,000 miles of continental and Empire routes, covering a total distance of 2,355,834 miles, and carrying 59,966 passengers, and 882 tons of mails and freight.

Altogether, taking the latest figures available, the Company has carried since its inception more than 300,000 passengers and over 7,000 tons of mails and freight; while in regard to the all-important question of reliability the percentage of flights cancelled has been reduced from 23.25 in 1924 to 1.55 in 1934.

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.

CAR FERRY RATES

Sir,—The question of the outrageous charge on the car ferry is becoming interesting, but not satisfactory; the railway appears determined to exact the pound of flesh, in their dealing with Prince Edward Island. The seven dollars return is not the whole charge. There is forty-five cents for each person in the auto and there are generally five. That makes eleven dollars and fifty cents return. The railway authorities claim seven miles across that makes fifty cents per mile for your auto and thirty-two cents per mile for each person in the car, and on the train the charge is three cents per mile, and if you travel on a return ticket, two and a quarter. Building the track has cost a dollar or two, the beautiful passenger cars a few more dollars and the running expense a trifle more. Across the Straits, nature has furnished the track, and the government has only supplied the boat. Granted that the ferry boat doesn't pay, the railway in that respect is worse than the ferry, and why such an outrageous charge on the boat?

Nova Scotia and New Brunswick entered the Confederation July first, 1867, Prince Edward Island on July first, 1873, six years later. The Pope Government started the railway, and when their term expired, they were defeated and the Laird and Haythorn Government came into power. Again they met the same fate, and the Pope and Howlan Government took hold of matters. They got what is known as the "better terms" and they demanded continuous steam communication between the mainland and P. E. I. A tunnel was demanded and Sir Douglas Fox, the celebrated English engineer, was sent out and he made a survey of the Straits, and his estimated cost was ten millions of dollars, and the result was, a compromise was made for continuous steam communication between the Island and the mainland. There was not a word about paying tribute to Caesar, and at London in December, 1866, when the compact was signed, there were sixty-nine different subjects over which the Dominion Government were to have full and sole control. These included:

Clause No. 6—Lines of steamers or other ships, railways, canals, and other works connecting any two or more of the provinces together, or extending beyond the limits of any province.

No. 7—Lines of steamships between the Confederated Provinces and other countries.

No. 16—Ferries between any Province and a foreign country or between any two provinces.

I think that conclusively shows the Dominion Government are the masters and not Mr. Fraser, of the Railway Commission, and to the Dominion Government, we must look to for redress of this serious grievance. I saw where Mr. Bennett, speaking at Ormsted, Quebec, on June 29th, favored Dominion assistance towards building a bridge at Lachine, but not a toll bridge. and if he is not in favor of toll bridges, there should be some hope for us yet.

I was the first to move a resolution for the reduction of the rates on the car ferry at a meeting of the Associated Boards of Trade at Souris, August 14, 1922, when they were $6.00. I kept at it and they were reduced to $4.00 and at every Board of Trade meeting, Maritime and Island, I had a resolution re the car ferry. I attended most of these meetings. The last was at Moncton in November, 1931, and I have come to the conclusion that there is only one resource; to lay our grievances at the foot of the throne. A celebrated lawyer of New Brunswick, who had some experience there, said the outrage could be wiped out in five minutes, and let us go there.

Advertising will do little good in securing tourists to visit our beautiful Island, while such an enormity meets them at Tormentine. They come from any part of the United States or Upper Canada free as the air we breathe, but our Island scenery, bathing facilities and air have much less charm when met by such exploitation.

I have another proposition to make. Let us canvass the whole Island with a petition as soon as the roads get good. There are 67 townships. Surely there are 67 men who would willingly give a little of their time to such a good cause. Let us take an exercise book, write their grievances in the front page, and then take their cars and go for signatures, thus doing away with rolls of foolscap paper. If such a plan appeals, I am willing to do my township. Who says yes?

I am, Sir, etc.,
JAMES E. BIRCH,

Alberton, P. E. I.
April 26th.

Note On Big Ben

(Exchange)

Big Ben is going to have a holiday. For two months, more or less, from the end of the present month, that great voice from the Clock Tower of Westminster will be silent over London. It will be silent over all the British Isles as well, for they set their clocks by Big Ben nowadays, by virtue of the radio broadcast of the B. B. C., from Land's End to John o'Groats. Instead of that deep booming of the hour, grave and sonorous and echoing, but pleasant and friendly, too, they will have Big Tom of St. Paul's to set their clocks by. They have been making tests, it seems, and it was found that Big Tom was the best understudy for Big Ben.

The announcement was duly made, one day lately, from the floor of the House, 320 feet below Big Ben, by Rt. Hon. William Ormsby-Gore, first commissioner of works in the British Government. It was another first commissioner from whom Big Ben took his name, Sir Benjamin Hall, who filled that office in 1858, when Big Ben was first hung in the Clock Tower. Mr. Ormsby-Gore explained that the great clock was to be spring cleaned and overhauled, and so it was thought expedient that Big Ben's arrangements should be looked at at the same time. The appropriation for overhauling Big Ben was duly made in the sum of 260 pounds.

There are greater bells than Big Ben in the world (one at Moscow weighs 128 tons, while Big Ben weighs only thirteen) but none more famous. Before the days of the broadcast, it was only Londoners who set their time by Big Ben, and if Big Ben, by way of radio, now belongs to the world, he is still the Londoners' own.

Strictly speaking, Big Ben is the bell, but your true Cockney does not distinguish between the bell and the great clock. There are four subsidiary bells to strike the chimes of the quarter hours, but, at the hour, Big Ben tolls out, and you can hear him, solemn and slow and mighty, above the clamor of the metropolis, a great way off. Big Ben is one of the institutions of the British people.

Mr. Baldwin On English Character

(London Times)

Mr. Stanley Baldwin in a St. George's Day broadcast address introduced a series of talks on "National Character."

He said that he thought it was a good thing at a time like this to take stock, as it were, of England's national characteristics, of any possible changes that were affecting those characteristics, where it was that we derived what we called our national character and how it was affecting us in the troubled times before us.

We ought never to forget in England that, over a period as long as from the Reformation to the present day, we were an integral part of the great Roman empire, and therefore an integral part of that great European Imperial Confederation. It was a question as to what mark, if any, was left on this country by that invasion.

The name England of course came from the great invasion that followed the break-up of that Empire—the invasion of the Saxons. They should not run away with the idea that the Saxons came from Dresden, because they did not. They came from the coast—the Friesian coast, and had the sea in their blood. They were self-reliant, bold, intensely loyal to the chief, although there was no country to which they could be nationally patriotic. But they took the keenest local interest in settlement and in the tribal treatment.

The most remarkable invasion of all was the Scandinavian! No one would ever know what it was that drove the Scandinavians from their fjords and sent them across the Atlantic, across the Black Sea, to Venice, Athens and Constantinople, where the Vikings were equally known. They came here and they stayed, and with them came a love of adventure that cropped up again and again, from time to time, and which he hoped would be with us as long as we were a nation. It broke out in the days of Elizabeth, and also in those of the Stuarts, and he could not help thinking our people had it in their very bones.

It was not long after that there came the last, and in many ways the most important invasion: that which had the greatest influence—the Normans—one of the greatest races that ever lived on this earth. It was a great mistake to think of the Normans as Frenchmen. They were really first or second cousins of the Vikings.

I should like at this point to remind you, if you do not remember them, of some words that were written by a very distinguished historian and Master of Balliol. Mr. A. L. Smith wrote: "Nowhere was the village community so real and enduring a thing as it was in England for at least 12 centuries of its history. In every parish men met almost daily in humble but very real self-government to be judged by their fellows or fined by them or punished as bad characters, to settle the plowing times and harvest times, the harrowing and the grazing rules. For the whole period of those 12 centuries that discipline went with the peculiar English capacity for self-government. The development of the voluntary system in our many institutions, our aptitude for colonization, our politics, our commercial enterprise, our Colonial Empire, are all due to the spirit of co-operation, the spirit of fairplay and give-and take, the habit of working for a common purpose, which tempered the hard and grim individuality of the national character.

I want you to notice particularly those words—the grim individuality and the spirit of co-operation. The English character is largely made up of these contrasts. Take a small thing. No people grumble more than we do. I do myself every day. But though I grumble, I do not worry and I keep cheerful. That is so with all English people. As a nation we grumble, but we never worry, and the more difficult times are the more cheerful we become.

We are not a military nation, but we are great fighters, as we ought to be from the stock of which I have told you. We have staying power; we are not rattled. I remember being very amused, and pleased also, by a writer in The Times who said that my spiritual home was in the last ditch. If that be so, I share that ditch with most of my fellow-countrymen. Above all, the English people have a glorious sense of humor rather than wit. Humor comes from the heart. Wit comes from the brain. We can laugh at ourselves. Do you remember what Ruskin said? "The English laugh is the clearest and truest in a metal that can be minted, and indeed only heaven can know what the country owes to it?" Laughter is one of the best things that God has given to us, and with hearty laughter neither malice nor indecency can exist. Of all men who have shown us what that laughter can mean none was like Dickens, every one of whose characters is English to the core. If I might mention for a moment a living author, I think the truest Englishmen are found in Mr. Priestley's novels.

Kindliness, sympathy with the under-dog, love of home—are not all these characteristics of the ordinary Englishman that you and I know? He is a strong individualist in this: that he does not want to mould himself into any common mould, to be like everybody else. He likes to develop his own individuality. And yet he can combine for service. Some of the best things in this country have originated among our own common people without any help from governments—friendly society work, our trade unions, our hospitals, and our education before the state took it in hand. Then the Englishman has a profound respect for law and order. This is part of his tradition of self-government.

Ordered liberty—not disordered liberty, nor, what invariably follows it, tyranny—but ordered liberty, at this moment one of the rarest things in this topsy-turvy world. If these things be true, if these few characteristics which I have so briefly mentioned be, in fact, characteristic of our people, I say that such qualities were never more needed in the world. Let us hold on to what we are. Let us not try to be like anybody else. We can respect the fine qualities of other countries, but let us keep our own. With our pertinacity, with our love of ordered freedom, with our respect for law, with our regard for the individual, and our talent for combining in service, indeed, in our strength and in our weakness, I believe from my heart that our people are fitted to pass through whatever trials may be before us and to emerge, if they are true to their own best traditions, a greater people in the future than they have been in the past.

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