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

MONDAY, AUGUST 19, 1946

The Palestine Situation

Apropos the turbulent situation in Palestine, it is worth noting, as is done in the British Government's statement of August 14, that no country in the world has been a better or more consistent friend of the Jewish people than Britain. When they were persecuted by Hitler, the British people not only protested most vigorously, but received a large body of refugees from Nazi barbarism into their country. Even during the war, when Britishers were hard-pressed for shelter and supplies, more were allowed in. Altogether, 200,000 refugees — a large proportion of them Jews — landed in Britain.

It was under the British Mandate that nearly 500,000 Jews settled legally in Palestine, where a great Jewish community now exists. When it was threatened with Nazi invasion — a terrible threat to the Palestinian Jews—British arms prevented that dread possibility. The Jews in Palestine were given arms so that they might be equipped for their own defence against their would-be liquidators from Nazi Grmany, and to enable them to partake in the common struggle. Under the Union Jack there are no pogroms: Jews enjoy all the rights of civil liberty.

Such is the record of Great Britain, now the subject of bitter and unfair attack by many—though by no means all—Jews, on account of the unhappy events in Palestine, in the course, of which British soldiers doing their duty have been killed, wounded and kidnapped, not in open and straightforward battle, but from ambush and even in the course of hospitality. Moreover, civil servants serving Palestine no less than Britain, and ordinary quiet citizens going about their peaceful business have been the victims of outrage more worthy of Nazis than of the Jewish victims of Nazis.

Against this background, the British Government give the facts, and their decision about the illegal immigration to Palestine which threatens both civil war and a breakdown of government in that historic land. In December, 1945, the quota of 75,000 Jewish immigrants permitted to enter Palestine under the provisions of the White Paper was exhausted. Nevertheless, pending a final decision on the future policy for Palestine, Britain authorized the continuance of Jewsih immigration at the rate of 1,500 monthly. Instead of this provision being accepted pending decisions on long-term policy, there has been an increasing flow of illegal immigrants into Palestine. The numbers of these illegal immigrants have to be set off against the monthly quotas, and those already held in camps in Palestine or on ships in Haifa harbour are more than sufficient to absorb the whole quota for many months ahead. However, illegal immigrants in considerable numbers are known to be on their way to Palestine. Moved by sympathy for the suffering of the Jewish people in Europe the British Government has hitherto allowed illegal immigrants to land, in spite of the grave embarrassment caused to the Palestine authority both in the administration of the quota and by the necessity for detaining in camps those whose entry was not immediately possible under the quota.

The forbearance thus shown by the Government has, however, been interpreted by those responsible for the traffic as a sign of weakness, and as an argument to redouble their efforts to increase the flow of illegal immigrants still further. Recent developments have revealed this traffic as a widely ramified and highly organized movement supported by very large financial contributions from Zionist sources, which has been built up and put into operation by unscrupulous persons in an attempt to force the hand of His Majesty's Government and anticipate their decision on future policy in Palestine. The organizers maintain a closely-knit network of agents in the countries of Eastern and Southern Europe, by whom considerable numbers of displaced Jews are moved from points of departure as far distant as Poland down to the Mediterranean seaboard. Thence, herded into over-crowded and un-seaworthy ships with insufficient food, and in conditions of the utmost privation and squalor, they are brought across the Mediterranean inspired by a conviction, carefully instilled into them, that this is their only road to safety. In all this process, the laws and regulations of the countries concerned are ignored; identity and ration cards, travel documents, etc., are forged on a large scale: food, clothing, medical supplies and transport, provided by UNRRA and other agencies for the relief of suffering in Europe, are diverted to the manitenance of what is openly described as the "Underground Railway to Palestine."

Apart from its illegality, the immigration and traffic to Palestine is a source of grave danger to law and order in Palestine. The reception and guarding of large numbers of illegal immigrants places a severe strain on the administration. Their arrival has greatly increased the tension between the Arabs and the Jewish communities in Palestine. Since there is evidence that the terrorist element among the Jews has been reinforced from the ranks of illegal immigrants, their promiscuous introduction clearly cannot be tolerated any longer. Accordingly, immigrants arriving illegally are henceforward being conveyed to Cyprus or elsewhere, and housed in camps there until a decision can be taken as to their future.

In announcing this decision, His Majesty's Government made it clear that, while they cannot tolerate this attempt by a minority of Zionist extremists to create a situation prejudicial to a just settlement, they are deeply sensible of the sufferings undergone by the Jewish community and are anxious to bring them to an end as soon as possible.

It is clear that a permanent solution can only be brought about if Jews and Arabs are prepared to enter upon discussions to devolve a practical scheme for harmonizing the claims of these two historic peoples.

Is This Democracy?

A striking instance of the extent to which bureaucratic control is undermining democracy in Canada was given in the House of Commons the other day by Mr. J. M. Macdonnell. Speaking on the Foreign Exchange Control Bill, and noting that the business community was not represented when the Bill was first discussed, Mr. Macdonnell said:

"Business people do not like to come down here and say things that are unacceptable to the powers-that-be. The officials in the department have great power. I want to press that. . . Let us look at the facts. Our national income has doubled over 10 years. Why? Because the Dominion Government was in business, because more than half our business was Government business. Is there any mystery, then, in saying that people are a little shy of coming down here and saying things that Governments do not like? Just examine the extent to which Government is in business of all kinds, and see how much the income of business, even of the banks, depends on the good will of the Government and of the governor of the Bank of Canada and the financial authorities. That is as true as we are standing here."

Commenting on this statement *The Financial Post* remarks:

"If this is true, and there would seem to be considerable confirmation, it is obviously an unhealthy condition and one which endangers democracy. It is only through constructive and justified criticism that government will be 'kept on its toes.' The authorities should welcome criticism and should prefer to have it out in the open where it may better be answered or a remedial action taken."

— EDITORIAL NOTES —

Now we are into Veterans' Week — the most important period of the year.

* * * *

Probably Veterans Minister Ian Mackenzie will visit here in the company of Field Marshal Lord Montgomery.

* * * *

While the crisis is on in Europe, President Truman considers it necessary to take a long vacation somewhere at sea—where he has been mentally anyway, ever since succeeding President Roosevelt.

* * * *

It has been a week of out-of-doors, eating, etc., of course, but something really should be done to rid the streets of discarded paper; rarely have our usually well kept thoroughfares looked so disreputable.

* * * *

The first rail of Prince Edward Island laid, and the first nail in our colonial coffin hammered, this date 1872. It was the debt incurred financing the Island railway that led to our acceptance of previously rejected terms to enter Confederation.

* * * *

Dry weather has pushed harvesting operations throughout Ontario and farmers report better than average grain crops this year, the Ontario Department of Agriculture reveals. In Wentworth county where grain crops are the heaviest in years, farmers have received the necessary labor through the help of men now out on strike.

* * * *

Here are a few health "keeps". The object of wearing clothing is to keep the heat *in* the body, not to keep the cold *out*. The heart has to work overtime when the proper temperature is not maintained—or indisposition ensues. If we keep feet, liver and kidneys comfortable with woollens, it is much more effective than an apple a day in keeping the doctor away.

* * * *

Troops, mostly Canadians, landed on six beaches on the enemy occupied coast of Dieppe in the early morning of this date, 1942, in the greatest combined operations raid. Despite heavy opposition in some places, most of the objectives, including the destruction of two batteries, ammunitions dump, and radio location station, were attained, and troops were re-embarked after nine hours. The Navy escorted the force, and the R.A.F. supported the landing; 91 enemy aircraft were destroyed or damaged, and 98 R.A.F. aircraft were lost; as were also one destroyer and many landing craft.

* * * *

Domestic troubles had their turn at discussion in Parliament last week. Women without stockings are losing some of their glamor Mr. Pat Conroy, Canadian Congress of Labor official commented in a discussion of current price trends before the Commons Industrial Relations Committee. Mr. Conroy was being questioned by John Blackmore (S.C.-Lethbridge) and the discussion took on some resemblance to an over-the-back-fence housewives discussion with Mr. Blackmore citing complaints of his wife and Mr. Conroy agreeing that his wife found things generally the same. Mr. Blackmore, for instance, said his family had a lot of trouble with poor quality shoes. Then he got around to stockings and said his wife found stockings did not last long. "My biggest trouble is looking at women without stockings," Mr. Conroy said. "I haven't much of an artistic sense but I think males would have a better artistic sense if women wore stockings."

Notes By The Way

While the shortage of coal next winter may be alarming under present conditions, yet we are told by Ottawa not to become unnecessarily excited about it. Apparently they want us to remain cool next winter! —Wawanesa Optimist.

Now they're making a radio-clock which will waken the owner in the morning by turning on the set to a pre-determined program. What with all the programs of sugar-charged good cheer and frantically enthusiastic gossip sessions between husband and wife which seem to fill the air around getting-up time, it wouldn't surprise us if a lot of potential customers would stick to the soothing, fire-house jangle of the old alarm clock. —Calgary Albertan.

Dr. Morris Fishbein wisecracked to a Milwaukee audience that "in America there is one automobile for every four and a half people.—you can find the half on any road if you get there ahead of the ambulance", says The Milwaukee Journal. He could have gone on to say that the "half persons" under the wheels, poor souls, were the victims of the half-wits behind the wheels. But the murderous motorist is really no subject for humor, especially when he hits close to home.

About a year from now, if things go according to plan, astronomers gazing through the greatest of all telescopes will be able to see about eight times as much "universe" as it now visible to star gazers, says The Brantford Expositor. For the summer of 1947, it is hoped, the $6,000,000 super-telescope will be in position at the Mount Palomar Observatory near Los Angeles. With the Palomar telescope, astronomers will be able to look 6,000,000,000,000,000,000 miles into the skies from a vantage point 5,600 feet above sea level.

The manager of a Melbourne hotel had for supper a plate of oysters, four glasses of sauterne and a large helping of chicken. "This was the first time in my life I had oysters," he said. "They gave me a comfortable feeling and I went to sleep easily. But I woke up saying '175,248 . . . 175,248'. My wife talked me into writing to the management of a Tasmanian lottery to ask for the ticket bearing that number." He got it —and it won for him the first prize of 10,000 pounds. —From Australian News.

Whatever reception Beethoven may have expected for his Eight Symphony he never dreamed that it could be made almost inaudible by a plane passing over the orchestra which was performing it. Yet that is what happened on the Esplanade. Of course the concert-goers were upset and listeners on a coast-to-coast broadcast wondered what was the trouble with their radios. Planes in the air above us may be divided into three classes. There are the military planes, flown under order by Army or Navy pilots. There are also the commercial planes operated by the aviation companies. In addition are private flyers, rarely up at night. Already a gentleman's agreement has been made with the air lines to avoid disturbing assemblages on the ground. As for the military they are under definite orders to be careful. The problem is being handled with delicacy, and there seems good reason to believe that this method will bring the desired results. —Boston Globe.

The menace of fireworks lies in their careless handling by young children, who too often fail to realize the danger of even a small explosion. "Did the fuse go out?" they wonder and peer to see if the fizzing spark has vanished. Often disaster follows, and blindness or facial disfiguration may be the result. No child should be allowed to play with fireworks far from the adult eye, nor should really young children be allowed to purchase them in stores. —Galt Reporter.

Government no longer is a business of simple politics. It is a complex business of economics applied through politics. This has been true particularly since 1930 when the beginning of the depression produced a tremendous surge of interests in, and necessity for, correct economic theory practically applied. Since the Second Great War, in these past few months wise economic advice is more essential than ever, considering the economic confusion and breakdown because of war, and the need for the application of sound economic principles to bring about a return to more normal conditions. —Regina Leader-Post.

The late Arnold Bennett had a disconcerting habit at literary gatherings. He would select a chair in the middle of the festivities, settle himself comfortably and promptly fall asleep. He had been dozing happily one evening all through a bitter argument on current trends when a particularly vehement declaration woke him up with a start. "Isn't it time for us to be going?" asked his wife in some embarrassment. "Not at all", said Mr. Bennett. "It would be extremely rude to leave so early"—and went back to sleep. —Omnibook.

In bringing new efficiency to the farm the machine has also brought new hazards. That fact was underlined recently by Louis J. Taber past master of the National Grange, now president of a farm insurance firm. He reported that in 1945 his firm paid more claims for deaths from farm tractors mishaps than from battlefield wounds. The lamentable statistics are no reflection on the farm's labor-saving machinery, but rather those who operate it. The answer to the problem lies with the farmer himself. It should require no ambitious selling campaign to persuade him that safe farming is the best farming. —Omaha World-Herald.

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PUBLIC FORUM

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

PRE-HISTORIC TRANSPORTATION

Sir,—After several hours delay the most ancient transportation system known landed us on Prince Edward Island. Everything advertised about Prince Edward Island's scenic beauty, climate, soil, etc., is quite true. Nature has been kind to you. I hope you won't mind my saying that the people show little interest on how to get on and off the Island. Complacency seems to be the watchword with many when it comes to transportation to and from the Island. It is quite safe to say that the transportation system between an Island and the mainland should be operated and controlled for the benefit of its people by the people for the people, and that outlet should be that the people could use it every minute of the day or night. The people need a transportation shot in the arm. Maybe there is some truth in the statement we have heard that the ambitious, hard working, imaginative, progressive people left Prince Edward Island years ago and every day since to go west and to the south of the border and left behind the satisfied, complacent people who find it easier to entertain things as they are.

I am, Sir, etc.
D. W. STEWART,
Bucksport, Maine,
Touring, P. E. I.

The Cloak of Silence

(Montreal Gazette)

It is becoming increasingly evident that "information" in the view of the Government, is what may be conveniently made public. If it is inconvenient it is not information.

Instances have been multiplying of this defensive attitude towards legitimate requests for legitimate facts. When inquiries are pressed, they encounter a hardening of the government's resistance. The questioner finds that he has no "right" to the information, or that it is not in the "public interest" to disclose it, or that the "proper authority" has not been addressed, or that the matter is "privileged". So it is that the cloak of silence is spread and the suspicion is raised that it covers a multitude of governmental sins.

The questions of the false passport given to the so-called William Brandis is an instance of this tendency. It is surely a matter of some public interest that a Soviet spy, wishing to gain entrance into England to act against the Woolwich Arsenal, obtained a Canadian passport to which he was in no way entitled. It is no less a matter for public knowledge that a Canadian member of Parliament, now a member of the Canadian cabinet, recommended him for naturalization.

Yet when an attempt was made to gain details on this matter, the response of officials was uncooperative and evasive. The file on Brandis could not be obtained. And when the matter was raised in the House of Commons, following a story in The Gazette, Rt. Hon. Louis St. Laurent, Minister of Justice, was certainly not helpful. Mr St. Laurent expressed his annoyance that he had had phone calls on the matter before he got out of bed. He said that he had made inquiries but had found no information.

Then, though having said that he had no information, he suggested that it was mere speculation, like the despatch of The Canadian Press about a reported shuffle in the cabinet, it was all fantasy, really and there was no need to "be very much concerned about it."

Before the day was out the Minister of Justice had become more stern in manner. "I positively deny" he later said, in an interview with a newspaper, "that a Canadian cabinet minister was involved in the obtaining of a false passport". The following morning in the House of Commons a Canadian cabinet minister, Post-master-General Bertrand, admitted that he had been involved in obtaining the false passport. Earlier that morning The Gazette had published the number of William Brandis' naturalization papers —22970, Series E.

In his statement to the House, Mr. Bertrand said that "there was nothing but absolute good faith" in his behaviour. He had been deceived by Brandis and by a certain Aaron Marcovitch who had worked on his committee all through the elections of 1935, and who requested his support in obtaining Brandis' naturalization.

There is certainly no question whatever that Mr. Bertrand was in any way in collusion with Communism or was deliberately helping Brandis in his designs against the Woolwich Arsenal. But neither is there any question that he allowed himself to be used as a very effective tool in the Communist plot. This is something that a man in his position need not and ought not to have done.

The incident discloses quite strikingly the looseness of method which has made it possible for Soviet agents to work their way into this country. The fact is that Mr. Bertrand recommended for naturalization a Soviet agent of whom he had no real personal knowledge. Yet in his letter to the officer in charge of naturalization he declared this man to be "absolutely recommendable from all angles." Obviously, the officer in charge of naturalization acted upon this statement as being accurate, when it actually came only from the deceptions of Aaron Marcovitch.

No doubt Mr. Bertrand might be fairly described as the victim of a loose system rather than as particularly responsible for it. But the instance only strengthens the reasons why the Government should act upon the advice of the Royal Commissioners who so recently investigated Soviet espionage in this country.

For in their final recommendations the Royal Commissioners declared that they had evidence "indicating that naturalization certificates have been improperly obtained" and suggested "that the conditions surrounding the issue of these documents might be the subject of consideration by the proper authority."

The ease with which Brandis obtained his naturalization papers is certainly a very impressive instance why the proper authority should make the matter the subject of its vigorous consideration.

The incident has now become of public interest for two reasons. It shows the carelessness of a public servant in this particular instance, and the apparent reluctance of another public servant to disclose the relevant information.

If the officials of the Government would in future give the information freely when it is asked for, it would save the public from frustration and itself from embarrassment. The truth may at times be inconvenient, but it comes out with a better grace before, rather than after, concealment.

The Poet's Corner

EVENING QUESTION

Is there a scintillating cold blue star,
Where all the loathsome things of this earth are
Clamoring for the fools who sent them there;
Where sullen streams of malice and despair
Give life to thirsty lips of power and greed;
Do phantoms battle for a race or creed,
Does hate sweep over peaks in icy waves,
And silence lie within its purple caves?

Is there a sphere to where all good things go?
The petal-softness of an autumn snow;
Kind words and thoughts that tremble into space,
And days when blossoms hang like wedding lace
Upon the cherry trees? Is there a vast
Cathedral where lost chords are played at last?
There must be some far planet on whose slopes
Are treasured earthly prayers and argent hopes.

—William D. DeCoste, Canadian Army, (formerly of Charlottetown.)

How to Combat RHEUMATIC PAIN

Rheumatic pains may often be caused by excess uric acid, a blood impurity that should be extracted by the kidneys. If kidneys fail, and excess uric acid remains, it may cause severe discomfort and pain. Treat rheumatic pains by keeping your kidneys in good condition. Get and use Dodd's Kidney Pills. Dodd's help your kidneys get rid of trouble-making poisons and excess acids—help you feel better. See what Dodd's can do for you. 157

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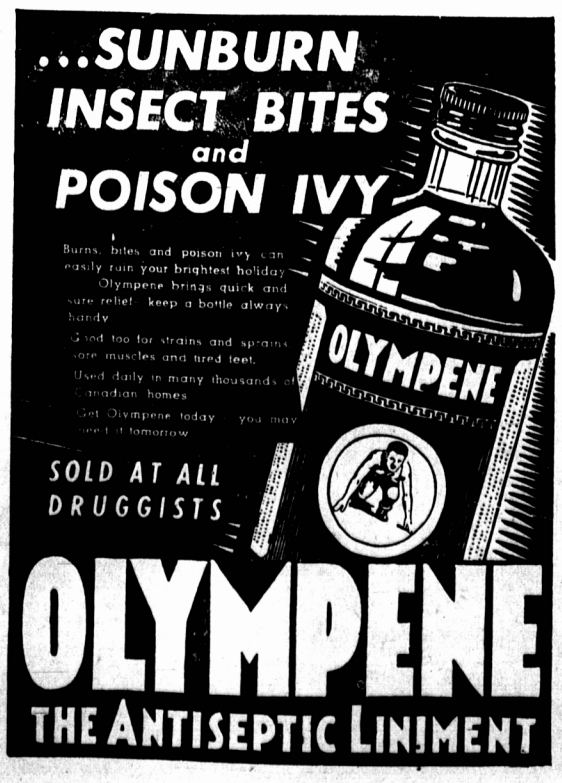

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