THE CHARLOTTETOWN GUARDIAN

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

TUESDAY, AUGUST 8, 1944

Parliament Too 'Sissy'?

Apropos the suspension from the House of Commons of Dr. Herbert Bruce for denouncing the Government's family allowances bill as a "bribe", the Toronto *Globe and Mail* wonders whether the present Parliament isn't being dominated by "panty-waists" in fear of strong words. It recalls that Alexander MacKenzie called the Macdonald Government an "organized hypocrisy" without a suspension penalty; and that Sir Wilfrid Laurier described Sir Hibbert Tupper's charges against Major Walsh as "conceived in absolute and wanton malice", and an aspect of the Borden Government's naval policy as "a scandalous and immoral violation of the fundamental rules of British parliamentary government" without the Speaker's reprimand.

The *Globe and Mail* could have gone further, suggests the *Ottawa Journal*. It could have looked up some of Mr. Mackenzie King's characterizations of Mr. Meighen's "shadow" Government, and would have found rich evidence for its case in some of Mr. Meighen's speeches. There was the turbulent night, for example, when Meighen told Mr. Bennett that he was the "gramophone of MacKenzie and Mann."

The *Globe and Mail* could have gone, too, to the Mother of Parliaments; back to the days of Fox, Pitt, Burke and Sheridan, and down through the era of O'Connell and Disraeli on through to the days of Chamberlain and Lloyd George. It might have recalled Grattan's famous philippic against Flood: "Sir, I say it to your beard, you are not an honest man." It might have recalled O'Connell's description of Peel: "He has a smile like the gleam of a silver plate on a coffin." It might have pointed to Disraeli's characterization of Gladstone:

"A sophisticated rhetorician, inebriated with the exuberance of his own verbosity, and gifted with an egotistical imagination that can at all times command an interminable and inconsistent series of arguments to malign an opponent and glorify himself."

It might have recalled, too, Lloyd George's searing remark to Joe Chamberlain: "While the empire expands the Chamberlain's contract", or T. P. O'Connor's "Judas", hurled at the same Joe; or Chamberlain's own retort to John Dillon: "the honorable gentleman is a good judge of treason"; or Justin McCarthy telling John Bright that "his generous impulses of youth have been succeeded by a mean old age."

They have never been afraid of strong words in the Mother of Parliaments. Perhaps it is because they have realized that anger is among the cleanest of passions, and that indignation, even if expressed in hard or perhaps cruel language, at least indicates devotion to a conviction —which is not a bad thing.

Courtesy, what is called the "amenities of debate," is desirable. But when it is carried to the point of falsity, becomes a veneer, or something to raise hypocrisy to the level of a principle, it can become a dangerous thing.

Aiding the Bombed-Out

Hugh Dalton, president of the British Board of Trade, really a Department of Commerce, says he can provide utility furniture for three people, exclusive of carpets and crockery, for about $175. Furniture includes a double bed, a single bed, a dresser with mirror, a dining table, two armchairs and six small chairs. These furnishings would cost about $600 in non-utility furniture, if they could be obtained at all in wartime. People who qualify for utility furniture, have first call on the supplies of utility sheets, price-controlled blankets and utility mattresses. This is arranged by means of "priority dockets." The people who can apply for these dockets are people whose homes have been bombed; people setting up house because they have young children or are expecting a child; couples married on or after September 1, 1939; couples who propose to marry within three months; and people who need a bed for the growing child. People whose bedding has been destroyed by bombing may also apply for dockets, even if they have not lost their furniture. These goods are not rationed. Only about one quarter of the total production of bedding will be reserved for docket holders; the greater part will be sold in the shops in the ordinary way to the general public.

Clausewitz

It is hardly possible to read a military commentary without sooner or later coming across the name of Clausewitz. Who was this fellow? He was a Prussian general and military writer, born near Madgeburg in 1780, whose family, originally Polish, settled in Germany at the end of the previous century. He entered the Army in 1792, and saw his first active service in the 1793-4 Rhine campaigns, receiving his commission at the siege of Mainz. In 1801 he was admitted to the Berlin academy for young officers, then directed by Scharnhorst, after whom the modern German battleship was named. On the latter's strong recommendation he was made Adjutant to Prince August, serving in that capacity at Jena, in 1806, and being captured by the French along with the Prince. In 1810 he married Countess Marie von Bruhl.

On the outbreak of the Russian war in 1812, Clausewitz, like many other Prussian officers, took service with his country's nominal enemy, and he negotiated the Tauroggen Peace and later superintended the formation of the Landwehr of East Prussia. He was Chief of Staff to Count Wallmoden in the 1813 campaign, but after the 1814 peace he re-entered the Prussian service, and was present at Ligny and Wavre in the Waterloo campaign as Thielmann's Chief of Staff. Later he served in the same capacity to Field Marshal Gneisenau, and in 1831 died at Breslau of cholera.

His copious military writings, collected and edited by his widow, rank as classics, especially "Vom Kriege," which is an exposition of the philosophy of war. Some German militarists blame Clausewitz' teachings for the failure of the German plans in the last war, but his disciples attribute the failure in the present one to their neglect.

EDITORIAL NOTES

Quebec and Alberta election day.

* * * *

Through the intervention of Mr. J. R. MacNicol, M. P., in the discussion on the estimates we have received more information about ice-breaking ferries than hitherto divulged. But the most important admission made by Hon. Mr. Michaud was that our new car ferry "will go back and forth, but it will turn around. Hmph!

* * * *

Something mysterious is happening with regard to the conversion of the S.S. Prince Edward Island into an oil burner. Bruce Stewart & Co., Ltd. had the contract and already had converted two boilers with four still to do. Owing to the steamer's removal elsewhere for overhaul, the local firm has lost the contract for the remainder, notwithstanding having all the material on hand for the purpose.

* * * *

Scotland's greatest industry is her agriculture. Making this declaration in the British House of Commons, Mr. Tom Johnston, Scottish Secretary, said it employs 176,000 people, has 20,000 tractors, and produces 14 per cent of Great Britain's food output. He calculates that after feeding herself Scotland exports 1,000,000 tons of oats, beef, sheep, and potatoes, not to mention 150,000 tons of fish.

* * * *

Five thousand children are leaving London daily because of the menace from flying bombs, and it is estimated that eventually 15,000 a day will be sent away as transportation can be found for them. The London County Council is operating a four-class evacuation scheme:— 1. Schoolchildren, aged from five to 16; 2. Mothers with children under five; 3. Aged and infirm persons; 4. Other people able to leave London. The last two classes have to find their own billets.

* * * *

George Canning, British Prime Minister, died this date, 1827; made his reputation as an orator by his speeches in support of the abolition of the slave trade, proved to be one of the most brilliant and witty orators of his time; served in several capacities as member of the Government of Lord Liverpool whom he succeeded as Prime Minister in the year in which he died:

"When our perils are past shall our gratitude sleep?
No,—here's to the pilot (Pitt) who weathered the storm."

* * * *

The shore hotels are all having a busy time of it these days, not only catering for seasonal visitors but transients as well. The National Park is a great attraction, and hundreds of holiday makers are to be seen there every day, but especially over the week-end, cars with trailers, etc., lining the shore in the part assigned to the general public. Two popular hotels in the National Park area are Dalvay and Stanhope, under the personal management of Mr. J. M. McFadyen. Both these hostelries are fully booked till the end of the month, and, for the most part, booked up again for next season.

* * * *

Though we do not hear much about it, the R. A. F. and R. C. A. F. are not neglecting to bomb the seats of the robot bombs. A flying-bomb supply depot attacked by Lancasters on Friday night was inside the great lime-stone caves close to the east bank of the River Oise. Entrances are in a cliff about 60 feet above the river bank. The caves are large enough to hold hundreds of the bombs, which are stored in this natural air raid shelter and then taken direct to the launching sites nearer the coast. The German Government has expressed its regret to the Swedish Government that two pilotless planes crashed in South Sweden. In the vicinity of the Baltic are other robot factories which our airmen are endeavouring to ferret out. It may take time but just as the U-boat menace was eradicated, so will the robot.

* * * *

The Church Times, Church of England periodical, announces the Bishop of Hong Kong "purports to have ordained a woman to the priesthood" and denounces the unprecedented action as "outrageous" and "aggression." In a two-column editorial, the paper said the woman ordained, a Chinese, was Deaconess Lei Tim Oi of Kowloon and that the ceremony was performed last January. It termed this "a flagrant breach of the working principles of the church." The Church Times said the Bishop, listed in Who's Who as Rt. Rev. Ronald Owen Hall, "preferred to play a lone hand not like a civilized leader who is himself subject to constitutional authority but like a wild man of the woods." The matter "will be raised at the next Lambeth Conference," said the paper.

* * * *

Social Creditors are not appreciated in London. The Province of Alberta bond and stockholders' protective committee for Great Britain has told Alberta Premier E. C. Manning that it cannot accept the premier's suggestion that the province is "entitled to demand and enforce a reduction in interest terms of its existing loan contracts." The text of the committee's letter to Mr. Manning was in reply to one written by him March 31 to the committee in which he was reported to have said that Alberta was entitled to the reduction because "interest rates generally have gone down and there is a substantial amount of refunding being done at considerably lower rates than four per cent."

Notes By The Way

In Dunhill's, Charles Norris upset clerks by remarking, "If matches had been invented after your confounded lighters, can you imagine the excitement they would have caused?" relates Bennett Cerf in The Saturday Review of Literature.

Blown across a room by a time bomb, wedged in an air raid shelter crowd, chased and slugged on the head by a Nazi spy leader (Carl Esmond), Milland gives a good characterization of a man hounded by an intangible unseen fear. — News Review.

When anti-Nazis in Germany are sure no one is listening, they tell this joke: "What is the ideal cow?" "She must be as brown as Hitler, as fat as Goering, have a mouth as large as Goebbels, and as easily milked as the German people." — W. L. Clark in Windsor Star.

Police Chief Caruso of Rome first to be tried by Allied courts as a bloodthirsty Fascist. Possibly we make him sing just as loud as his fellow Italian of the same name was wont to do some years ago in the Metropolitan. — London Free Press.

A well-known lady resident of Capreol lies in a local cemetery. She is there not because of years of illness. Her life was snapped out because she used gasoline to wash some garments and, shortly after, in the same room, lighted a match. What resulted caused her instant death. The warning has often been given. It is again repeated.—Huntsville Forester.

The first farm camp school of its kind in England to train children in agricultural work has been opened in Warwickshire. The children come from Aston Commercial School, Birmingham, and will spend the mornings in education of the more academic kind, just as if they were at Aston. During the afternoons they will help the farmers in the district. — Birmingham Post.

Girls of New Zealand will escape curfew as this would involve "undue interference with the liberty of law-abiding citizens," announced Minister of Justice H. G. R. Mason when questioned on this topic in the House in session in Wellington. Instead, a special vice squad has been established to meet problems arising from girls under 16 being on the streets at night.

Old-fashioned people will be greatly disturbed to learn that the pie-baking competition at the Stampede has been won by a 13-year-old boy. Even in this age of lady riveters and coal-heavers, most of us have still clung to the delusion that cooking, and especially the making of pies, were feminine specialties.—Calgary Albertan.

Lindbergh was impressed by German efficiency and the number of German planes which were ready to go into action. If he had known anything about world history he would have known that the race is not always to the swift or the battle to the strong. He would have known something about British tenacity in the face of danger. But all Lindbergh knew was airplanes, and he made his judgment on the basis of what he knew. The mistake lay in asking his opinion. — Peterborough Examiner.

A Sourdough is one who arrived in the north country before 1900, according to a man who has lived in White Horse longer than that. Who made the ruling is not stated, but, if it is accepted, the term may be applied to persons who are much less pioneers than the Edmonton old-timers. Only those who were in the west by 1895 are considered in the latter category and any one who has been here a mere 40 years or so is still looked upon as very much of a newcomer.—Edmonton Journal.

Rome's monument to Victor Emmanuel II, King of Italy from 1861 to 1878, is the costliest memorial of its kind in the world, says Collier's. Built of white marble and embellished with numerous sculptured groups and reliefs as well as a great equestrian statue of the king, this massive structure occupies a square block, is as high as an eighteen-story building, cost $5,000,000 and was under construction for twenty-six years before its dedication in 1911.

In Stockholm, Sweden, the other day, Arne Anderson, a school teacher, ran a mile in four minutes and one decimal six seconds. This is said to be the fastest mile ever run by man. But that statement is not correct. Our Uncle Ted went down into a swamp at the Black Donald one day and stuck his head into a hole to see what he could see. A bear was in that hole and he started to come out. And Uncle Ted started to run. He said for the first mile he only touched the top of the high spots with his feet, but after that he just settled down to running and he was doing forty-five miles an hour on the level when he decided to stop. By that time he had outrun the rabbits, so he said, and he figured that as rabbits run faster than bears he could afford to ease up.—Trenton Courier Advocate.

George Bernard Shaw has always been a bit of a martinet in regard to the stage or screen production of any of his plays. At the present moment his "Caesar and Cleopatra" is being filmed at the Denham studios. A film reporter who looked in at the studio the other day found G.B.S. who was eighty-eight years old on Wednesday, supervising everything from the costumes to the acting, and telling exactly what should be done and how the players (Vivien Leigh is the Cleopatra and Claude Rains is Caesar) should act. For more than an hour he stood there, refusing a chair, giving advice and instructions. He found fault with the shoes one of the characters wore; they were not authentic Egyptian. When the filming was finished for the day he is said to have raced up the steps of a palace eighty feet high so that he might view the perspective. The public can depend upon it that when "Caesar and Cleopatra" is released it will be exactly as the author wanted it to be. Incidentally, Britain is not going to be left behind in the race for world's market in movies as she was after the last war. Right now the Denham studios are committed to an expenditure of $7,500,000 on four films, and the Gainsborough studio has $2,500,000 worth in production. — St. Thomas Times-Journal.

Premier Jones Reviews Transportation and Other Island Problems

Exlusive Interview With P.E.I. Premier in The Monetary Times, Toronto.

I

In the postwar years Prince Edward Island, with most of its population engaged in agriculture and fishing, expects to provide technical education and training for the people of the province in these and related technical subjects. This statement has been stressed on more than one occasion by the Hon. J. Walter Jones, Premier of Canada's only Island province.

Mr. Jones first entered the political field in the provincial general election of 1935, and won his seat by a comfortable margin. He was re-elected in 1939 and was called upon to assume the Premiership in the Spring of 1943 when the then Premier Thane A. Campbell resigned to become Chief Justice of the Province. The Jones Government was returned to power in the September election of that year, winning twenty of the thirty seats.

"What in your opinion are the most vital problems facing Prince Edward Island at the present time?" The Monetary Times asked.

"The precariousness of the Borden-Tormentine car ferry service and the lack of shipping to serve our many harbors are I believe our chief problems at the present time."

"Which of these do you consider the most urgent?"

"In 1943, 1944 and 1945 the immediate problem is transportation by water to the mainland. The chief drawback is the car ferry on the Borden - Tormentine route where only one boat, which is hardly adequate, operates. The other larger car ferry was sunk in the Atlantic and will not be replaced before the autumn of 1945. The ferry for trucks and automobiles operating at Wood Islands to Caribou, N.S., is also very inadequate especially for trucks. It is expected, however, that improvements to conform at least to the carriers contract will take place soon.

Transportation Problem

In order that the Canadian public may get a clear picture of just how serious this major transportation problem is and how it has affected the interests of the province for years, the following facts are revealing.

Back in 1867 Prince Edward Island did not enter the Confederation pact as the province was not satisfied with the terms offered

(Continued on page eight)

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.

STRIKES IN WARTIME

Sir,—I wonder if a very ordinary country woman might be allowed to speak her mind a bit, re the strike problem.

Let's see where shall I begin? Well first of all to you strikers, here's a question—"Haven't most of you got loved ones overseas fighting, yes, and dying too?" "Well, then, don't you think you are showing your love and pride in them—in a very poor way?" You know, if I had a job in any wartime industry, or at any wartime work, and I went on strike, I don't think I could face that returning service man or men. Yes siree, I think I would hang my head in shame!

Where's our reserve manpower? Why don't they take over and at least they will be able to say, "We helped shorten this war. We stepped in when the strikers prolonged the stay of our brothers-in-arms overseas."

I was talking to a lady recently who had four sons in service. What did she think of the strikes? With a look of digust and contempt, she said of the strikers, "Why don't they line a few of them up and march them off to jail, and let service men take over and show the fellows, who are forever wanting this or wanting that, that they can go jump in the Atlantic." Good advice, I thought, but let's hope some one gives them a good shove in, while they are at it so they'll stay there.

A fellow arrived on the Island last week in a nice limousine, and when asked if it were his vacation time he casually replied: "Oh, there's a strike on. I'm not going back, you know, till it's settled." When questioned he admitted it wasn't hard work he was doing in the shipyard. He was making $9.30 a day. Some pay! When boys are dying over there, living on short rations, and going through hell for a lot less money. No over there, money and living conditions, closed shop etc., do not count. It's love of country and the desire to make a better world for every one to live in—strikers included—though they don't deserve it!

Come on, strikers, wake up! Take a long look at yourself in the mirror and ask this question of your reflection (if you can face it). "Am I going to be proud of the part I played in Canada's wartime effort or am I to be haunted by the thoughts of negligence and shame that I failed 'in the line of duty'." Don't forget, our service men can't strike, neither can the people—in the oppressed nations, so why should you?"

I am, Sir, etc.,
A SOLDIER'S WIFE AND A SOLDIER'S SISTER
R.R. 1, Hunter River, P.E.I.

TUNNEL OR CAUSEWAY?

Sir,— On picking up today's paper, I was rather surprised to see, under an Ottawa date - line, on the front page, "P. E. I. Tunnel Included in Suggestions."

In my last letter I had promised not to write again, but the provocation is too great. But I will try to make this brief and concise as possible.

How anyone of more than average intelligence, as a member of Parliament is supposed to be, could advocate a tunnel in a volcanic country, was more than I could understand. But on reading the body of the article I see that Mr. Black advocated either a tunnel or a causeway as the final solution of our transportation difficulties,—both in the Northumberland Strait and in the Gut of Canso, at—or near—Mulgrave.

With the distance so short, only about one mile, as I remember, and the water so deep, at Cape Porcupine, above Hastings, I believe that a bridge would be preferable for the Gut of Canso. But no doubt competent engineers will study the matter, and have the final word, same as here.

Better means of communication will be of benefit to our neighboring provinces, and to the mainland in general, as well as to the Island. But it is to Prince Edward Island, as a province of Canada, that all look for leadership in the movement. Would it not be better to present a united front, instead of some asking for a causeway and others advocating a tunnel?

Leaving my letters out of the matter altogether, your writer, "Agricola," who evidently has studied the matter for years, in a recent issue of your paper, gave it as his opinion that an earth disturbance, especially as that off Newfoundland a few years ago, would crack the walls of a tunnel. And who can say when we may have another earthquake? "Agricola" has kept record of them, and they occur with fairly frequent regularity, though not always of such intensity as to cause damage. But who knows when, or where, the next one will be?

Mr. Black and others, also spoke of the Chignecto Canal. When this is opened the clay and rock will have to be dumped somewhere. Why not have this done in orderly manner, and build up part, if not all, of the causeway to Prince Edward Island?

I am, Sir etc.
A. J. MACADAM,
St. Eleanor's, P. E. I.

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The Poets' Corner

BLACK SWANS

Black swans, like a sad procession
O'er the wave their journey take,
Following the sun's last glimmer
Out across the darkening lake.

Sable, as though flames had blackened,
Is their feather-garment's hue,
Silent beaks of blood-bright maroon
Show their fiery nature too.

White swans tamely by the marge
Circle where the crumbs alight.
Forth unto the deep, ye black ones,
Forth, ye glowing brood of night!

—Carl Sprolis

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KING'S COUNTY

Progressive-Conservative Association Annual Meeting and Nominating Convention

AT TOWN HALL, GEORGETOWN
FRIDAY, AUGUST 11th
At TWO O'CLOCK P. M.

At this Meeting a candidate will be nominated for the forthcoming Federal Election. Poll Chairmen are requested to call Poll Meetings immediately for the election of delegates to the Convention. Each Poll is entitled to send five delegates.

(Sgd.) LEITH TOWNSEND, President.
(Sgd.) HENRY MALLARD, Secretary.

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Starting May 1st the Nova Scotia—Prince Edward Island Ferry Service will operate three round trips per day.

Will Leave Wood Islands	Will Leave Caribou
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11.00 a.m. and 3.00 p.m.	1.00 p m and 5.00 p m.

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