

THE CHARLOTTETOWN GUARDIAN

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

FRIDAY, NOVEMBER 8, 1940.

2nd Queen's By-Election

The election yesterday of the Liberal candidates, Messrs. A. W. Matheson and George Klison, in the Second District of Queen's, was facilitated by two factors, neither of which can be said to reflect creditably upon the Campbell Government. Firstly, the candidates were new men in the field, without political sins of their own to answer for. In the second place, their defeat would have involved the loss of party patronage. The employment of this threat in the campaign is not a mere matter of conjecture. It was openly stated at the North Rustico meeting by Hon. J. M. McInyre, Minister of Public Works, that unless the Liberal candidates were elected the district "would not be in a position to get anything" from his department. Mr. McInyre's subsequent denial that he had made the statement was answered from the floor of the meeting by several voices shouting "You did say it!" His own version of his remarks on this subject neither Mr. McInyre nor his party press has yet attempted to give.

But a more subtle and more significant warning was issued by the Liberal organ in a pre-election editorial on Tuesday. It quoted the Premier as saying it is not to be supposed that the Government "would withhold ALL benefits from the Second District of Queen's if that district were to elect Opposition members," and it continued: "On the other hand, there are undoubtedly A GREAT MANY RESPECTS in which members on the Government side of the House COULD ESTABLISH MORE DIRECT CONTACTS AND OBTAIN A MORE SYMPATHETIC EAR TO THE NEEDS OF THEIR CONSTITUENTS than could be done by Opposition members."

The emphasis placed by the Liberal press on this issue, rather than on the record of the Government, is quite in accord with the known facts. Even the shake-up in ministerial seats after the last general election was made so as to penalize Queen's County for the strong Conservative vote given in Charlottetown. In the appointment of officials and distribution of labour and contracts, party patronage has never been more rampant or more subversive to the true interests of democracy. We can therefore sympathize with—while we cannot honestly congratulate—the electors of the Second District on the choice they made yesterday. To the cynically-minded of both parties, the result was foreseen weeks before the campaign started. Others vainly hoped for a display of independence, and for a consideration of issues transcending local patronage interests, which it was perhaps asking too much of human nature to expect.

In view of the odds against them the Conservative candidates, Messrs. R. R. Bell and Philip Matheson, need have no personal regrets. They put up an excellent fight. Now that the campaign is over, we can all turn to graver issues in which this Province, along with Canada and the rest of the Empire, is deeply involved. It is with a sense of pride that one recalls, in the heroic actions of our air, land and naval forces overseas, and in the flaming speeches of Churchill, that Democracy with all its faults, and with all its abuses in the hands of unscrupulous demagogues, is a faith and a creed as well as a form of government. It is imperishable so long as brave men are prepared to fight and die for it.

Roman Fort Uncovered

A singular incident arising out of the war is reported from England by the Manchester Guardian. In making excavations for air-raid shelters at Carlisle workmen brought to light walls of the great fort at Stanwix, which was by virtue of its strategic position one of the most important fortifications of the Roman Wall. The southwest angle of the fort was found close to the Brampton Road in a footpath of the churchyard. From that point the south wall was traced through the grounds of Stanwix House and the east wall in another garden. It was possible from these discoveries and others already made to ascertain that the fort occupied a large rectangle with rounded corners, the north of which was formed by Hadrian's Wall. It measured no less than 700 feet by 500 feet, some 300 feet broader than any other fort on the line of the wall. It is assumed from these large dimensions that it was occupied by a Military Ala, a cavalry regiment 1,000 strong. It has long been known these were near the west end of Hadrian's Wall.

Burrowings for shelter in the present war thus link up with the very different military preparations of a remote age. Should any part of these air-raid shelters persist into the equally remote future, what will the antiquarians of those days make of them?

"Union-Now" Movement

The Presidential campaign demonstrated beyond doubt that the American nation is heart and soul with the British nation, regardless of politics. But there is an important section which is not content with the position of remaining merely a sympathetic onlooker of the struggle in which the British Commonwealth is now engaged. They are represented by the "Union-Now" group, under the leadership of Mr. Clarence K. Starr, who offers a fresh advocacy of his theories in an article in the November Atlantic Monthly. "We pray for the best," he says, speaking of Britain's heroic stand against the Axis powers, but "we should be ready for the worst." He argues that it would be better for the United States to act promptly than to take the risk of hoping and waiting for the success of British arms. He suggests the setting up of an "Intercontinental Conference" of democracies, composed of 50 members—27 to be elected by the United States, three each by Canada and Australia, two each by Eire, the Union of South Africa and New Zealand, whose duty it would be to draft a permanent constitution for "the union," on the broad lines of the American model, as explained in the book, "Union Now." The eventual collaboration of France, Switzerland, the Netherlands, Belgium, Denmark, Norway, Sweden and Finland is contemplated, so that the plan "would grow gradually and peacefully into a world government of, by and for each individual of our species—into the Federal Union of Mankind."

Inspired by Mr. Starr's proposal, a Canadian Association for Federal Union has been formed under a provisional organizing committee, with headquarters at Toronto. A letter from Mr. Goldwin Gregory, acting secretary of the Association, appeared in yesterday's Guardian. Mr. Gregory believes that in a federal union of the democracies which are still free lies the best hope of ending Hitler's iniquities and laying the foundation of a lasting peace.

Our guess is that Hon. Archie McInyre is proud of the achievements of his son Eric, the Canadian air squadron leader, than his own distinction as Lieutenant Governor of Saskatchewan. The son is crowding the democratic and popular Governor of Saskatchewan's front pages. — Leithbridge Herald.

EDITORIAL NOTES

The morning after the night before. Now C.I.O. will have a new leader to replace Mr. Lewis—perhaps.

Infantrymen in camp on mainland are busy learning to ride motorcycles.

Merchants all declare the prospects are good for a busy, prosperous Fall and Christmas trade.

We should be free from local political campaigning and oratory until Easter, when the Provincial legislature will, in all probability, be in session.

Summerside rightly believes in "keeping its air sea guts for its air sea maws". Hence all contracts for its airport at St. Eleanors are awarded locally.

The first of the schools under the Commonwealth Air Training Plan is to be formally opened at Cap de la Madeleine, near Three Rivers, Quebec, tomorrow, when Major Gen. Sir Eugene Fisit, K.B.E., C.M.G., D.S.O., Lieut. Governor of Quebec, will officiate.

Lord Lee of Fareham born this date, 1868: was professor of Strategy and Tactics at Royal Military College, Kingston, 1893-98; British Military attaché with U. S. Army in Spanish-American War, 1898, and at Washington, 1898-1900. Member of the British Cabinet 1919-22; First Lord of the Admiralty 1921-22; Second British Delegate at Washington Peace Conference 1921-22.

What is going to happen to Bruce Stewart's engineering works? Are they to be allowed to continue practically unemployed because none of the powers-that-be are sufficiently interested or influential enough to get orders for war supplies of some kind or another? It is noticed that Amherst, not satisfied with one of her industries being taken over for war purposes, has appointed a committee to get after the Federal Government for additional orders to keep the town thriving. This too, notwithstanding that it reaps a harvest from being a military depot.

French-Canadians are prepared to make any sacrifice to preserve the British Empire and all that it stands for. Mayor Napoleon Courtemanche, Montreal East, told a service club in Hamilton, Ont. The speaker made a strong plea for tolerance between the provinces, and for a better understanding of the part French-Canadians are playing and will continue to play in the war effort. "I assure you that if our province receives its fair share of Dominion war enterprises you will soon find out that the Frenchmen of Quebec are most loyal subjects, always ready to fight to the last man," he declared. The French have a proverb—"La pierre roule du chariot éric toujours". (The worst wheel always creaks most). To this the politically astute Premier Lea added, "The wheel that creaks the most is the wheel that gets the grease."

Still the Quebec Government insists upon the necessity for French-Canadians learning English if they are to get on in the new world brought about by the war. "If you want to succeed it is just as important for you to know English as it is to know mathematics and how to read and write," Hon. Hector Perrier, K.C., Provincial Secretary, informed students of the Montreal Technical School at their prize-giving ceremonies. This, and other statements by the new Quebec Minister, were given hearty approval by the student body itself as well as by the teaching staff and leading educationists including Mr. Victor Dore, Superintendent of Public Instruction. "I know by experience," Mr. Perrier insisted, "that while at school there are many not always anxious to devote as much time as they should to learn English. If you want to succeed, it is just as important to learn this tongue as it is to know mathematics and how to read and write. If you want to be 'someone' tomorrow, do not hesitate to study English. It is your own personal interest that is at stake and despite certain prejudices that may exist in certain quarters, you will find in 70 or 15 years that I gave you good counsel." Learning English did not necessitate sacrificing any love for the French language and the cultural inheritance that went with it, Mr. Perrier emphasized. It was obvious that "English for the French" is the new Godbout policy in Quebec.

Belgian workers have now the choice between the most wretched and unassisted unemployment, or working for the Nazis and their own country. If they choose the latter course, they have 25 per cent of their miserable wages deducted for the funding up of a system of social insurance after the Nazi model. Their own organizations are broken up, their best leaders exiled or condemned to

NOTES BY THE WAY

The simile "Proud as a piper" seems to us familiar and appropriate for that matter, is a very awe-inspiring and impressive sight, especially when on the march. A newspaper paragraph caps the simile when it adds to the list of similes for a pipe "As proud as the pipe man of a military pipe band. — Mount Forest Confederate.

Some people say they can worship God in nature as well as in church. It has the added advantage that no one has the collection plate. — Chesley Enterprise.

Britain has opened the Burma Road but Americans have a responsibility in helping to keep it open. It is a responsibility for their own interests and for the interests of people all along that Burma Road where freedom and the right of the weak to exist beside the strong is a direct route from Christian Science Monitor.

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Thus the total operational strength of the air force at present, counting the immediate reserves, would appear to be of the order of 13,000 airplanes. Of these 7,000 are bombers and 4,000 fighters. These airplanes are spread over a wide front, from Norway to the South of France and from the Russian to the Spanish frontiers. There are some operating with the Italian forces in North Africa. — The Navy (London)

What type of industry the maritime board is preparing to boost has not been stated. That no doubt is left to the government or the industrialist. There is no reason in any case why something more should not be going on at this time when there is so much demand for all sorts of commodities, in connection with the warring states. War activity of course stimulates activity in scores of lines that are not directly connected with war work. There must be many openings for the employment of capital in the province. — Glace Bay Gazette.

There will be general satisfaction over the news that arrangements have been made for duty-free entry into Great Britain of tobacco addressed to Canadians who are serving with Imperial units. This is a boon for the exemption of "smokes" from duty and taxes has been a great boon to members of the C.A.S.F. overseas. The Canadians who have been serving in the Royal Canadian units, in the Royal Navy or Royal Air Force, for example, have been discriminated against. The new ruling puts them on an equal footing with us as it should be. — Windsor Star.

It is optimistically felt in Rome that Col. Charles Lindbergh's flight will prevail ultimately in America. Axis quarters predict, moreover, a great political career for Lindbergh. As the new order takes hold and the danger of disappearing, they feel Lindbergh might become a president-dictator of the future. America of the future, as easily as Gen. Francisco Franco became Caudillo of Spain. Both men have almost the same qualifications of military discipline, contempt for the slogans of the French revolution and the Manchester liberalism and quick reaction to Hitler and Mussolini are to rule the destiny of the future. It pointed out here. The views are the views of Axis quarters of course, and not of the correspondent, who merely tries to report the news for what they are worth. — Rome correspondent of the Chicago Daily News.

The behavior of the Post Office under blitzkrieg makes a baffling study. Getting better, as some tell us? Have the watchers on the roof of the G.P.O. solved the problem? We do not know. For our own experience presents a mass of contradictions. Here Statesman and Nation posted near Blackfriars Bridge on Thursday night was delivered in Hampstead first thing on Friday morning. But an official letter from a ministerial office in Westminster posted there on that same Friday was delivered in Hampstead the following Tuesday. But such delays are that when compared with those that occur in the delivery of air mail. A letter dated August 30 and posted in New York State was delivered in Hampstead on September 2. Another from the same place dated September 8 arrived on October 1. These letters had crossed the Atlantic in something less than 30 hours. The rest of the time, weeks they must have lain on the desk of Examiner XYZ while she knitted 8-cards in her shelter. Is it decent of the Post Office to charge 3d. per half-ounce for such a service? — London New Statesman.

A trade arrangement has been proposed that would hold for the Western Hemisphere the trade of the Western Hemisphere in the event Hitler defeats England. It won't work. Nothing the United States can do will hold the trade of South America if Hitler is allowed to win the war. He will set up a barter system by which he will trade German manufactured products for South American food stuffs. He will have the advantage of the United States because South America exports food stuffs the same as the United States and will welcome an opportunity to buy her industrial needs with her surplus food products. When the question is one of standing by the Western Hemisphere or more advantageous trade, the odds are definitely on the side of the best trade. — Dearborn Independent.

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An Irish Question

(Frederick Gleason) A frank statement in the House of Commons made last night by Prime Minister Churchill, of Great Britain, presented the war situation to the public. The beating off of German invasion was characterized as "one of the historic victories of the British Isles, — a monumental milestone in our forward march." The heavy toll taken of British and Allied commerce by the German U-boats was acknowledged and placed in fact before the damage done by German air raids. And it was in this connection that the House was notified of the fact that ports in Eire could not be used by the Royal Navy. "Heavy and grievous burden" was the phrase employed by the Prime Minister in dealing with the disadvantage in which the naval service is placed. The Irish Free State since the outbreak of hostilities, though a British country, has taken a position of ostensible neutrality. No other part of the British Commonwealth of Nations has taken such a position. The Royal Navy controls the seas, the Prime Minister is largely a thing of imagination, but such things have counted heavily in Irish history. The intimation that British naval effort would be particularly hampered by the increasing submarine menace is hardly a direct threat to the ability to use ports in the south and west of Ireland, is one of utmost importance to Canada as well as to other parts of the Empire, to Canada particularly because those ports are near the direct route from Canadian to British ports.

British labor, as represented by H. B. Lees-Smith, official leader of the T.U.C.C., stated to the House that if Britain can no longer depend on the Lough Swilly and Brehaven, on the coast of Eire, the U-boat campaign would be transformed in a night. His intimation that the United States and other countries interested in Irish independence should be aware of what price Britain is paying, was outspoken and indicative of what English opinion is becoming. "You know what Hitler would do about the ports," he said. The former Secretary for War, comes the plainest comment of all, a call upon the Prime Minister of Eire, Eamon de Valera, to hand back the duration of the war the ports which Britain gave up under the Irish treaty. J. J. Tinker, himself Irish born, made the same proposal in view of a united Ireland after the war.

Back of this looms the spectre of German U-boats, which have been sinking Canadian and other British ships, being based on British territory, the coasts of Eire.

Why Holland Fell

(Dr. E. N. Van Kleffens, Minister of Foreign Affairs for The Netherlands, in the London Listener.) You may think that five days is a very short period in which to take a whole country. Of course, that is quite true. But in order for things one must not forget. The first is, that the size of The Netherlands in Europe is very small. The overseas territories, especially in the East Indies, are quite large, but the size of the European part of the Kingdom is only a little over 13,000 square miles.

And secondly, there is the brutality of German warfare. When the Germans saw that it took them that long to take The Netherlands, they expected they did not hesitate to wipe out, by aerial bombardment, the centre of the City of Rotterdam, a commercial town where fighting was only taking place because the Germans had attacked it by air-borne troops. No fewer than 13,000 civilians — men, women and children — found their death amongst the smouldering ruins. Later on, of course, the Germans thought that this was very bad propaganda for them, so they laid there had been only 300 casualties. Whereupon a clergyman posted up a notice on his church door, saying: "There will be service in remembrance of the 300 dead of Rotterdam, 800 of whom belonged to my parish."

It was by such means that the Germans finally succeeded in overcoming Dutch resistance.

FOR NEGLIGES

New and pretty for negliges are two-tone cord materials in small patterns. Such effects as bowknots in pink and blue are available. Another good negligee fabric is plain heavy crepe in traditional negligee tones of rose, white, pale blue, aqua or bluish, with glittering bandings of stones for inset belts or trimmings.

silence. All rights and liberties have gone to be replaced by an authoritarian discipline under the foreign occupation. A whole nation lives in constant fear of spies and informers while traitors triumph under the protection of the invader. — By Max Busset, Belgian Labor Leader.

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The Poet's Corner. THE OLD LOVE. Out of my door I step into the country, all her scent and dew. Not travel there by a hard road, Dusty and far from my abode. The country washes to my door — Green miles on miles in soft uproar, The thunder of the woods, and then The backwash of green surf again.

Beyond the feverfew and stocks, The guelder-rose and hollyhocks; Outside my trellised porch a tree Of lilac frames a sky for me. A stretch of primrose and pale green To hold the tender Hesper in; Hesper that by the moon makes pale the petals of a flower in Her silver keel and silver sail. The country silence wraps me quite, Silence and song and pure delight; The country beckons all the day — Smiling, and but a step away. This is that country seen across How many a league of love and loss, Prayed for and longer for, and as far As fountains in the desert are. This is that country at my door, Whose fragrant airs run on before, And call me when the first birds stir In the green wood to walk with her. — Katherine Tynan Hinkson.

Symbols (Ottawa Journal) A flag is a symbol. It stands for love of country, for loyalty, and for honor at its highest. It is a symbol of allegiance — a flag usually far deeper and longer lasting than any caused by personal insult. To those who love it there is nothing comparable to that combination of red white and blue the world knows as the Union Jack. At once it is a protection to all beneath the shadow of its far-flung folds, and an emblem that demands respect and gets it, too. It holds the devotion of men and women of an Empire upon which the sun never sets. To preserve this bit of colored cloth — so small compared to the power it wields — historic battles have been fought, and miracles of bravery performed. To keep it safe from alien profanation many lives have been made and uncounted lives laid willingly down. So great is its influence that everywhere men owing other allegiances have come to regard it as the symbol of their country. The Empire, of their ultimate escape from the thrall of the abhorred swastika.

The National Anthem is the expression of loyalty in another form. Unfortunately, perhaps because of many repetitions, it has been dropping into a sort of routine, becoming for a few a matter of habit instead of a voicing of national hope and glory. This, where it exists, is not the result of a lack of loyalty. The chances are that those who fasten upon the Union Jack, or the "God Save the King" is being rendered only suffer from lack of a sense of the fitness of things. Their manners may need improvement, but beneath the thoughtlessness there surely lies a deep feeling that would rise in an emergency to uphold all the Anthem represents.

This bit of color that we call the Union Jack, this air we know as the National Anthem are closely intertwined in Great Britain's history. Millions have followed the close in battle. Through the other, millions more have raised voices in petition for victory and the safety of the Throne. The war of the Britons today are doing both as they join in the great modern crusade against evil. Whether a hurdy-gurdy or a symphony orchestra sends the National Anthem on the air, its sentiment

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WORK RAILWAYS DESPITE BOMBS. LONDON, Nov. 6. — (CP) — British railwaymen continue to work during air raids to fulfill their "front line responsibility of keeping the nation's railway services running. All branches of the railway transport services operate as normally as possible during air attacks. Both passenger and freight trains continue to run, and trainmen and signalmen remain at their posts and tickets are issued at the booking offices the same as usual. "At work during air raids so that danger is imminent in the immediate vicinity of the places at which they are working," he said. "Work is resumed again as soon as the immediate danger is past. "The closest co-operation exists between the railways and the railway trade unions in the maintenance of the railway transport services."

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