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

SATURDAY, FEBRUARY 22, 1947

Now For The Legislature

Our Farmers' Parliament has completed its session, and the results, though not embodied in legislative statutes, are on record in the form of reports and resolutions, and will doubtless be studied carefully by our politicians.

One thing to be expected when the Legislature meets next month will be the tabling of detailed reconstruction plans for public works, roads, building, general development, and town and rural planning. This was promised last year in Paragraph 22 of the Speech from the Throne, in which it was stated that two extra engineers had been employed to draft the plans, which were to proceed "rapidly so that advantage may be immediately taken whenever it is known what settlement will be made with the Government of Canada in regard to taxes and our apparent fiscal need."

Actually Premier Jones has already announced in general terms what the settlement with Ottawa is to be, so that we are behind schedule so far as getting the reconstruction plans are concerned. These should be made available as soon as the House opens.

If the plans are in line with the interim report of the Advisory Reconstruction Committee which was tabled last year, they will run into an expenditure of several millions of dollars. This committee functioned with the aid of eight technical sub-committees embracing education, agriculture, fisheries, tourist promotion and transportation, public health and welfare, public services, forestry, and housing, and brought in a voluminous report. It was emphasized in an introductory note that "a complete report is not possible at this time (July 20, 1945). In some instances surveys will be necessary and the findings of such surveys will be ascertained before detailed costs can be adjudged."

The House, then, when it meets next month will expect a further report from this committee, giving the nature and findings of the surveys which were so necessary a year ago, and which presumably have now been completed.

Altogether, the members will have a good deal of reading and "home work" to do to keep up with the business of the coming session. The Government should make it a point to table every report at the earliest moment—including, of course, complete data on the proposed financial agreement with the Dominion Government.

Last year Hon. Mr. Hughes, in the dying hours of the session, had to confess that he had forgotten to table the Fishermen's Loan Board report (it hasn't been tabled yet) and the Premier, after berating the Opposition for being unfamiliar with the statistics in the R. C. M. P. report, discovered that this report had been "tabled" in only a technical sense, and that not one member of the House except himself possessed a copy. This occurred a few minutes before the House went into Committee on Supply, and copies had hurriedly to be distributed after the Premier had finished speaking.

It is to be hoped that another episode of last session will not be repeated. That was the political jockeying for position which resulted in Premier Jones being the *last* speaker in the Budget debate, which his colleague the Provincial Treasurer opened with a bald recital of figures affording no help at all in interpreting the finances. The result was as might be expected—even Government members getting up and confessing that they were all at sea.

This must not be allowed to happen again. The Premier and his Finance Minister both took part in the deal at Ottawa, and it is the duty of both of them to give the House all the information they possess, and at the earliest moment.

Feed Grain Rates

With reference to the rates on feed grains and the proposal to seek the provision of an elevator here, discussed at the Federation of Agriculture, the following excerpt from the recommendation of the Dawson Commission is significant: "It would be possible, of course, (and this may have to be the answer) for the Nova Scotian government to take the lead and bring these feeds in by water, setting up various distributing warehouses throughout the province from which these feeds could be delivered to the farmer. Some of these warehouses might have to be built, others could no doubt *be rented so that—as is almost inevitable—when railroads widened the applicability of the reduced rates to competitive ports, the government would not be left with empty storage space on its hands.* A beginning in the execution of this policy was made a few years ago when the Nova Scotia Legislature included in its estimates an expenditure for this purpose, and the present Cabinet has also been seriously considering the establishment of a flour mill at Halifax. *The assisting of rates by subvention is the other solution: the result would be the same, but there would be a certainty and permanence in the arrangement which the competitive water carriage could never ensure.* Moreover, as pointed out above, the principle of a national economic interest should be sufficiently vital and basic to make its explicit acceptance in this regard desirable. Yet a third and perhaps the preferable solution, is by a combination of the two, a lowered competitive rate aided by the payment of a subvention. The commission therefore recommends that the province should insist that the Dominion Government study the whole freight rate structure as an essential part of a national economic policy, that low freight rates on western grains and mill feeds to Eastern Canada should form a part of that policy, that the Dominion Parliament should provide means whereby this rate would be made operative by subvention or otherwise, and that in the interval the prevailing export rate should be applicable to all rail points in the province."

Rule Against Free Ports

Free ports are not advisable for Canada, concludes a special committee set up by the Dominion Government to investigate conditions in New York, Quebec and elsewhere. Most people who take the trouble to read the report, says the *Financial Post*, of that committee will be inclined to agree.

The committee found that conditions in pre-war continental Europe, where free ports were most flourishing, were basically different from those of Canada or for that matter from those of Great Britain or the United States, where, significantly, there is only one free port area—a small portion of New York harbor—and that according to the committee, not operating satisfactorily. In the last pre-war year, for instance, the New York zone imported $39 millions of goods but only re-exported a little over a million's worth.

In contrast to Canada, pre-war Europe was divided into dozens of different countries, mostly with sky-high tariffs, and many of them cut off from the sea. Goods in bond travelled to and from the closely restricted and expensively supervised free ports along the coast. Here, of course, no tariff cuts us off from the sea, and our system of manufacturing and transit in bond, it is claimed, gives practically any centre in Canada the advantage of a free port.

— EDITORIAL NOTES —

Tomorrow, first Sunday in Lent—"Let patience have her perfect work."

* * * *

George Washington, first President of the United States, born this date 1732; he presided at the 1787 convention when the constitution of the U. S. was drawn up, and was elected President two years later; he caused satisfaction in Britain and consternation in France when he issued a proclamation of neutrality on the outbreak of the European war in 1793, despite an alliance with France made in 1778; he retired from the Presidency in 1796 after a second term of office: "A slender acquaintance with the world must convince every man that actions, not words, are the true criterion."

* * * *

It is 14 years since Parliament considered a redistribution measure, the last occasion being in 1933 in preparation for the 1935 general election. The law requires that there shall be a redistribution of seats after each decennial census and before the next succeeding general election, but this was suspended during the war, which meant that the 1945 general election had to be held without a redistribution based on the result of the 1941 census. There have been changes in the total House membership 10 times since the First Parliament, of 1867. Prime Minister King told the House that as soon as the bill had received second reading it would be referred to a special committee with the schedule of seats in blank. He said that the Secretary of State, Hon. Colin Gibson, would undertake to pilot the measure in the House, and it is expected Mr. Gibson will also be a member of the special committee.

* * * *

The future of the United Kingdom is a puzzle which cannot be settled by politicians, economists or editors. It is a question of what is going to happen to the greatest nation in history. Look at the manpower situation. To carry out its present plans, the United Kingdom is talking of the necessity of importing manpower, although the problem which faces that country is to provide a good standard of living for a population which has to consume imported food and raw materials. It is the simplest logic to point out that very special reasons will have to be produced to show how 50 million people in Britain would be better able to pay for their requirements of imported goods than 45 million people are. In short, it looks as though the idea of increasing the population of Britain to cure the economic troubles of that nation has no logical foundation. The fact, too, that thousands of Britons now in India and other eastern countries will have, per force, to return to the Motherland in consequence of the policy being pursued by the Attlee Government, should encourage caution in any immigration policy.

* * * *

An Ottawa correspondent rather late in the day writes: A minor furore was created in the House of Commons when Mr. Real Caouette, Union des Electeurs (Social Credit) member for Pontiac declined to observe the formal custom of congratulating the seconder of the Address in Reply to the Speech from the Throne, Mr. J. P. G. Cournoyer, Liberal by-election winner at Richelieu-Vercheres, because the latter's election had been "stained with the blood" of members of his party. Near the conclusion of his remarks, he congratulated the mover (Mr. MacNaught) of the address and then added that, although aware that it was customary to extend the same courtesy to the seconder, he could not bring himself to accede. After all, he argued, the election of the seconder had been stained with blood shed by several members of his party. There were protests from the outraged Liberals, and Mr. Lesage asked the speaker to rule that the remark was out of order. Accordingly, Speaker Fauteux instructed Mr. Caouette to "modify" the wording of his remark since, he said, as it stood it was not such as befitted a member of the House. The Pontiac member, apparently misunderstanding, started to retrace his steps on this section of his speech, and amplify the theme. There were more protests and the Speaker again intervened. Mr. Caouette then conceded the point.

Notes By The Way

Cheap atomic power will not be available before 1960, two American scientists have predicted. The big problem to be overcome is getting the heat out of the atomic pile fast enough to ensure that the system does not melt into ruin. —Ottawa Citizen.

We probably shall never get over our inferiority complex in respect to scientific matters. Despite all the elaborate explanations we have read, we still cannot understand why it is necessary to use a twenty-ton machine to break an atom, the smallest particle of matter known. —Windsor Star.

Almost at the pinnacle of current economic boobery is the theory that because we could produce such vast quantities of tanks and guns and ships in wartime—and that at high cost in cash—then government spending should be able to create prosperity in peace. Nothing could be more absurd. —Hamilton Spectator.

Stuffing money under mattresses or putting it in sugar bowls and other "hiding" places in the home only invites loss. The Institute of Life Insurance has estimated that $27 million in cash is thus lost because of fires and theft. Moreover, persons known to keep large sums in their homes also invite violence. The bank is the best of all places for it. —Boston Post.

Bumptious little Albania is being hauled before the United Nations Security Council, on British charges, for mining an international channel and causing the death of British sailors, injury to British ships. In the bad old days a British cruiser would have taken the matter in hand long ago, and a well-spanked Albania would have subsided. —Ottawa Journal.

A number of new friendship pacts and mutual defence alliances are being signed these days. Interesting under the circumstances would be a statement showing what percentage of these pacts have stood up against tests. There is a more or less common belief that, pact or no pact, many countries act according to the expediency of the moment. A mutual danger is a greater unifier than a mutual pact. If the danger is not mutual, the pact is sometimes useless. —Port Arthur News-Chronicle.

Your average Canadian earns a lot more money, but translated into what he can buy in the way of food, clothes, refrigerators and whatnots, he is not as well off as he was in 1938. So that real wages (which is the amount of things a man can buy with his earnings) bear no real relation at all to money wages. So let's forget money for a minute, for not all the banks and theories on earth have changed that basic elementary fact that men are traders and that the only demand they have on another's goods or services is what they produce themselves. Size has not altered the essential pattern. — Hamilton Spectator.

Many a farm-born individual remembers, with nostalgic longing, the sliced apples drying under a mosquito netting, and the delectable dried apple pies that mother used to make, says Country Gentleman. All at once dried apples and the fine pies they produce, seemed to disappear off the face of the earth. They left an unfilled gap. But now one of the big milling companies is bringing out a package containing a piecrust mix, seasoning and specially processed dried apples. Add water and sugar and there's a pie ready for the oven. If it's anywhere near as satisfying as the products of the apples dried on the old smokehouse roof it should be a success.

The recent announcement in the English press that one of the smallest of the Channel Islands is for sale will no doubt have given rise to some romantic day dreams. For, if one may judge from the interest that similar announcements have aroused in the past, there is a widespread desire to play Robinson Crusoe—with, of course, the necessary modern "props" says The Christian Science Monitor. The romantic are apt to forget, however, that one has to be an extremely accomplished craftsman to live comfortably on an island; unless, indeed, one is able to import a number of assistants— in which case the island's chief attraction of solitude is gone. And few of us are quite so "handy" as Crusoe or so fertile in expedients as the members of the Swiss Family Robinson.

We were tickled, somehow, by the episode of the Mexican bullfighter who climbed into the stands and went after heckling spectators with his sword, says The Chicago News. One of the things we never understood is why athletic performers are required to tolerate abuse from the customers. True, the fans have paid to see the performance, but does that confer a licence to insult the bullfighter, who only wants to keep his hide intact, or the ball-player whose only fault is that he is dumb? The foghorn critic doesn't claim the right to berate the engineer just because the train was late, nor to bellow at the artist if the comic strips don't amuse him. And how do you suppose this same noisy fan would react if somebody in the gallery told him he was swinging his shovel from the wrong angle? And another thing: Where do stage and radio performers get the right to grow sarcastic if the audience doesn't burst into delighted applause? Do these stars stand around and beat their palms while you do your work? Or did you ever so much as see one out at the brewery cheering the cook?

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.

STUDENTS' BOARDING PROBLEM

Sir,— Having read with interest the letter in your issue of February 20 on the above-mentioned subject, written by the Uigg-Kinross Women's Institute, I feel that the public should be informed of the repercussion.

Unfortunately for the signer of the letter, she has a son attending Prince of Wales College who, without notice, was relieved of the pleasure of sharing an attic room with two others, for which he paid eight dollars a week including of course his meals, as his landlady immediately assumed the suggestions made by the Women's Institute were criticisms of her particular establishment.

I think that any fair minded person who has read the letter will agree no individual case was cited and that the general suggestions were well founded. Many other arguments in favor of such a residence could be advanced but it can be realized how hesitant rural parents might be to do so (signing their names) if their sons and daughters boarding in Charlottetown were to be penalized.

This has been a clear demonstration as to why people are reluctant to participate in any movement in the public interest. Their actions are considered to be self-centered and they or theirs suffer accordingly

I am, Sir, etc.
T.B. ROGERS

Charlottetown.

"MAGGOT IN THE APPLE"

Sir,—When Rudolph Hess landed in Scotland during mid-war operations, Winston Churchill rather cryptly remarked "the maggot is in the apple," and, although hostilities lasted many months thereafter, the final termination of the war justified the forecast made.

Recent newspaper announcement by the Premier that his second-in-command in the Cabinet — Hon. William Hughes — had resigned from at least one of his many positions in the Government, with further recessions pending, suggests that the Churchill observation might well be applied to the future political possibilities in this Province.

When the desire to withdraw from a measure of the responsibilities carried by the Provincial Finance Minister was attributed by the Premier to the state of ill-health into which his colleague was drifting, sympathy might well be extended, and would be, even from his political opponents, but when this information was supplemented by the statement that the Provincial Treasurer found that his departmental duties interfered with his "private" business, then the situation appeared to be more absurd than grave.

Being a Cabinet Minister in the Provincial Government is a full-time job, and carries with it a full-time salary. If the Minister feels he cannot afford to sacrifice his private business, then the logical thing to do is to resign, not to renege on his obligations to the electorate.

The Premier, and practically every portfolio-member of the Council, should know what ministerial absenteeism is like. They have all had experience. We've been having too much "government by deputy" for the good of the country. Agricultural conditions are bad, as indicated by a departmental report, broadly publicized through the press, and subsequently confirmed at recent farmers' meetings. It will be the duty of the electors, at the first opportunity, to replace these lukewarm Ministers with successors who will take their job seriously, and do their job without squelching.

The Hon. Mr. Hughes is occupying a rather hot spot at the moment, and will have some explaining to do when he next meets the Legislature. It will not do to remain mute, or even contribute an evasive reply to queries that will positively be directed his way. The T. B. League will want to know why the Health Tax has not been applied to the purposes for which it was levied and collected, and the tax payers, who were singled out from among the whole to contribute extra for a specific purpose, will want to know why their special contribution was so largely consigned to general revenue for the use and purposes of all. Mr. Hughes is the one above all others who will be expected to supply a satisfactory explanation.

I am, Sir, etc.,
ELECTOR.

ASPIRIN
EASES SIMPLE HEADACHE
NEW LOW PRICES
12 tablets.....12c
24 tablets.....22c
100 tablets.....75c
GOES TO WORK IN 2 SECONDS
GENUINE ASPIRIN IS MARKED THIS WAY

Fort Churchill: 1947

(David McKerricher in The Country Guide, Winnipeg, Man.)

As you stand on the shore of Hudson Bay at Churchill it is very difficult to believe that you are 300 miles closer to England than is New York. In fact it is difficult to believe that you are on a seaport at all. For here is none of the hustle and bustle, the ships and the combination of fish odors and other smells which characterize salt water seaports and which combine to produce maritime "atmosphere." In June, 1946, the harbor lay deserted, apparently abandoned, without even a tug or fishing boat to relieve the barren outlook. So difficult was it for me to believe that I was actually down by the sea that I walked to the shore away from the river and tasted the water. It was fairly salty.

When I arrived June 14 the harbor was filled with huge masses of drifting ice "growlers" many of them 20 or 30 feet thick. The ice on the river had gone out the previous day but great chunks still drifted at the mouth where the port is located. There was also some snow lying in drifts on the ground to show that the grip of winter had only shortly before been broken. Ice still remained in chunks around Churchill port until after July 1, and, long after the river and the bay near the port were clear, ice was still reported just out of visible distance off shore. In the middle of July an R. C. A. F. Canso aircraft, flying the full breadth of Hudson Bay from Port Harrison on the east shore of the Bay to Churchill, reported the Bay three-quarters frozen over.

* * *

As my Air Force companions and I stood on the deserted dock the gleaming white bulk of Churchill's modern two and a half million bushel elevator was behind us. From the record of the Churchill port in the last six years it would appear as if the remarks about a white elephant were justified. Inside the bins of the elevator lay one million eight hundred thousand bushels of wheat—most of it there since 1939. No transatlantic ships have used this port since the Second World War diverted shipping to more accessible and more defensible ports.

On August 10 Churchill's long wait was over. The S. S. "Mount Revelstoke Park," a 10,000-tonner and vanguard of seven ships calculated to empty Churchill's elevator, docked and began filling its holds with 350,000 bushels of well-preserved grain for hungry Europeans. It was anticipated that over a million bushels of the wheat crop also would be moved to Europe via Churchill before the close of navigation.

* * *

Historically Churchill is one of Canada's oldest ports, first used in 1619 when two Danish ships were blown into harbor there during a storm. This was nearly 200 years before the discovery of the port of Vancouver. Churchill was a centre for the Hudson's Bay Company when those gentlemen adventurers were engaged in their great struggle with the Nor'-Westers for the control of the fur trading industry. In 1688 a fort was built there by the company.

In 1733 Fort Prince of Wales was begun and the remains of this great stone bastion can still be seen across the river from the modern port of Churchill. The town's modern history began in 1929 when the Hudson Bay Railway was completed, and in 1931 the first shipment of grain to Europe was made. More recently Churchill has jumped into prominence as the starting point for Exercise Muskox, and last summer announcement came from Ottawa that the large camp built by the Americans during the war would become a permanent Army base.

As a port Churchill has not lived up to expectation. The route that farmers hoped would provide shorter and cheaper transport of grain to Europe had handled up to this year only 20 million bushels of wheat and been used by only 100 seagoing ships This is about the same number of ships using Vancouver port in a single good month, according to Mr. Sankey of the Merchants' Exchange.

Prairie people have felt for some time that the route itself was not altogether to blame, but that powerful Eastern interests were conspiring against the use of the prairie seaport. With the hope of securing some real information I interviewed the captains and crew members of some of the ships docking at Churchill this year, as well as some of the Harbor Board officials there.

In the first place, it must be admitted that Churchill's usefulness as a port is definitely handicapped by its short season. No insured ships may pass Cape Chidley at the entrance to Hudson Strait until after August 1, and the insurance season is over by October 15. Even in these precious few weeks navigation is troubled by icebergs in the straits or by the dangerous floe and pack ice.

Harbor Board officials say that without too much difficulty the shipping season could be extended another month, to last from July 15 to the end of October, and this could be done without too much use of the "N. B. McLean" the ice-breaker which operates in the straits during the shipping season. And, delving deeply into the realm of conjecture, it is possible that atomic energy may find a peace-time use in the melting of ice in the Hudson straits early in the season.

* * *

Another difficulty which has helped to nullify the freight savings on the shorter Hudson Bay route is the high insurance rate at present being struck on cargoes. This high rate does not appear to have been struck as a result of the accident record of the route, for only one ship has been sunk (without loss of life) since shipping began in 1931 and that was definitely not due, Harbor Board and shipping officials say, to any hazards connected with the route. The high rate appears to be the result of the caution of insurance companies with respect to a new seaway plus the chance that a ship might experience mechanical trouble near Churchill and be frozen in for a year.

The great hope of the port in this regard is radar and other radio aids to navigation. "Nascopie" was the only ship to dock in Churchill last year equipped with the magic radio eye. Despite the fact that the radar equipment did not work well, due mainly to inexperience with the technical details, the ship was able to pick out, not only icebergs, but also the dangerous floe and pack ice in the densest fog. A radar expert was taken on board at Churchill and no further difficulty was expected with the equipment as the "Nascopie" made its long journey back to Montreal via Arctic Bay and other isolated outposts.

* * *

Moreover, judging from the experience of the ship captains and crew docking in Churchill last year, the ice hazards of the route have been greatly over-estimated. None considered the trip as dangerous, several said that it was no worse than bringing a ship into Montreal, and one official was emphatic in stating that he would rather bring a ship into Churchill than into Montreal. For one thing, he pointed out, a pilot must be taken aboard to make the long trip up the St. Lawrence River, while in Hudson Bay "we are on our own right up to Churchill port." He was pleasantly surprised at the heat in Churchill —it was 83 above —and asked me to make out a weather report of the temperatures at the port since the shipping season began so that he could show English people it was not all ice and snow in Canada's northern seaport. The next day the temperature rose to 91 above.

It is hoped in time to build up a two-way exchange of goods. This year only a few articles were unloaded at Churchill. I saw a few cases of whiskey consigned to the Saskatchewan Liquor Commission being unloaded, but for the most part the ships which came in last year rode high with a wide red band showing above the water line. A well-developed westbound flow of goods through Churchill would help greatly to reduce deficits at present incurred on the Hudson Bay Railway.

There is another angle to be considered here, an angle which is perhaps more important than appears on the surface. When food is in desperate demand, ships will go anywhere to pick up grain. But will they do it under normal conditions? Crews will go wherever they are told, and this is especially true in the British Mercantile Marine, but wise shippers and captains will not always disregard the wishes of their crew members. Will the ships' crew want to come to Churchill under normal conditions, when all that is offered to them here is a beer parlor in a tiny nine-room hotel in a town of 444 inhabitants? Contrast this with the bright lights of Montreal. But the crew members I spoke to were quite satisfied to spend their shore leave at Churchill. Their reasons were all the same—this is the route to save money. They always left Montreal broke, but at Churchill they pocketed their well earned cash.

Churchill is one of the most modern grain loading ports in Canada. The loading process requires a minimum of human labor and supervision. But nevertheless the chief complaint of all the ship captains was the lack of men to help load. To handle the ships at Churchill last year the Harbor Board had available 40 to 50 men, most of them Indians, many of whom had never seen a transatlantic ship before in their lives A newspaper report stated that 60 stevedores were coming from Montreal to assist in the loading there. Apparently these men never reached Churchill.

* * *

Churchill has many natural advantages. Grain is preserved there more easily than anywhere else on the continent, due mainly to the cold winters and the short summer season which prevents germination of the grain. The grain inspector at the elevator has a sample of wheat which has been there since 1932, and is still in a perfect state of preservation.

Churchill can be used as a distinctively western Canadian port of intake and outlet on a trade route too far removed from eastern Canada to permit the interests there to exact any tolls or levies for the handling of western commodities of trade. The facilities at Churchill represent, with the Hudson Bay railway, an investment of over 55 million dollars. It is up to the citizens of Canada, and of the West in particular to see that this investment is not wasted.

Old Charlottetown
(And P.E.I.)

BRUDENELL PIONEERS

"One hundred years ago a little band of Scottish emigrants consisting of James McLaren, who may be termed the leader, his wife Isabel McDonald and their family, numbering four sons and three daughters with two sons-in-law, James Stewart and Donald Gordon and their families, making in all some twenty-two persons, landed at Brudenell River, which was at that time all unbroken wilderness, and at once began that stern struggle for existence which is the inevitable experience of all settlers in a new and untried country. . .

"Almost the first care of the little community was the erection of a place of worship upon the spot whereon we are now assembled. Rude and primitive the building must have been, constructed as it was of the rough hewn trees of the forest, but as often as the day of rest returned, in that little church James McLaren read the inspired volume and the Gaelic version of the service of the Episcopal church of which he was an adherent, to the few scattered settlers of the neighborhood districts, who made their way, some by blazed trails of the forest, others by birch canoe and dug-out on the waters of the Three Rivers, to that lowly structure, there to offer to the Supreme Being the worship of humble, contrite and honest hearts. . . .

"Early in the history of the colony a giant pine which stood on the north bank of the river was felled and with patient skill and untiring labour was fashioned into a dugout boat or canoe in which after being fitted with oars and home-made flaxen sails — spun, woven and fashioned by the women —the young men made frequent trips to Pictou for necessary supplies, which could be obtained no nearer home. Thus was established our first communication with the mainland. This unwieldy, primitive craft was the first boat on the Georgetown-Pictou route, a humble prototype of our modern iron steamships." —From an address by Mr. Nathaniel McLaren, Montague Bridge, at the centenary celebration and unveiling of the monument to the memory of the Brudenell Pioneers, July 16, 1903.

The Poet's Corner

ACCEPTANCE

By what rough ways I've come int
this resting—
By what steep winding ways:
Through what unanswering silence
and questing,
And lonely anguished days.

By what bewildered hours of aim
less groping,
And blind, unreasoning woe;
Through what unvaliant wars, and
rebel hoping
I have endured to know

This peace of quiet yielding—thi
surrender
Of stubborn heart and will.—
This leaning on a Love so deep, s
tender,
That pain at last is still.

—Lucy Gertrude Clarkin

Parliament And Absenteeism

(Ottawa Journal)

The Toronto Globe and Mail directs attention to the fact that when a division took place in the House of Commons last Friday, 29 of 68 Progressive Conservative members failed to vote, practically all of those missing absent without leave, two of them "paired" with Liberals.

For weeks before Parliament met we heard talk of a "fighting session". What sort of a fighting session is it, and what sort of a fighting Opposition, which finds nearly half of Opposition members absent when Parliament is dealing with national defence?

If this absenteeism had come towards the end of a long session, there might be excuse for it. There is no excuse for it when it comes after Parliament has been in session only two weeks.

No one should want MP's under the compulsion of time clocks. But neither should any of us want M.P.'s who treat their job as a sideline, coming to or leaving it as it suits their mood and fancy.

Some months ago, Progressive Conservative Leader John Bracken decreed — we think rightly — an end of "pairing". How comes it that two of his followers agreed — reportedly without Mr. Bracken's consent — to enter into pairs?

An Opposition party in Parliament is not a private corporation; it is the public's servant. A 50 percent absenteeism during consideration by Parliament of important public business suggests that too many in the Opposition are unaware of this. And not only Progressive Conservatives sinned here; out of a House of 244 members (there is one seat vacant) 82 were absent from Friday's division — more than one-third. This is absenteeism in inexcusable proportion, unfair to the leadership of Mr. King as well as to the leadership of Mr. Bracken, apart altogether from disregard of public duty. If the particular delinquency of members in Opposition is emphasized it is only because being of the Opposition their delinquency is all the more censurable.

(It would appear from Hansard that only one Prince Edward Island member — Dr. Grant — voted on this occasion. Mr. McLure stated that he was paired with Mr. Dionne, one of the absentee Liberal members. The names of Messrs. Douglas and McNaught do not appear on the record.)

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