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

THURSDAY, MAY 27, 1943.

Letter Writing

Everyone nowadays is—or should be—writing to someone overseas. Our soldiers, sailors and airmen look forward eagerly to every post for letters from home, and the vast amount of epistolary matter going through the mails every day would fill a library. But it is not as literature that it is being written, and, therein lies its prime value for the recipient. On this interesting subject, *Opinion Research*, a Toronto publication, has the following helpful comment:

Letter writing is not an art, and the more "arty" it becomes the less readable it is. To write an interesting letter to a soldier or a sailor the first thing to do is to forget about such things as grammar or the correct formal etiquette of letter-writing.

Write your letter just as if the recipient was sitting across the table and you were conversing with him. Remember that the trivial things are apt to be most interesting. Read your home-town newspaper and see what the editor features, to get a line on what is interesting subject matter. Mention the little things— the everyday scenes and occurrences that are as obvious and usual that you don't really think he will be interested ... Don't worry, he will! For a homesick boy overseas, every new springing blade of grass on his own street is a matter of poignant interest.

Tell him all the gossip you can think of ... who married whom, and who didn't. Tell him about Mrs. Blank's explosion of aristocrat rage when her new bonnet blew off outside the church on Easter Sunday.

Tell him anything you can think of, and write as if you were actually talking to him face to face. Only then will your real personality shine out between the lines. Anyone can write a correct letter—but only you can write as you talk.

Food Pills Fail

Mankind will continue to demand appetizing and attractive foods, the nutritionist for a packing firm tells the American Institute of Chemists. Herein he expresses an inescapable truth. There is small chance of "food pills" superseding the kind of meals we now eat, at least for many years to come.

The practicability of condensed foods is now beyond question. Science can compress into very small space all the nourishment the average human being needs for healthful living. A full meal can be swallowed in a matter of seconds, and simply washed down with a glass of water, just as one takes a tablet for headache or indigestion.

That, however, is not enough. The average human being still refuses to do things simply because they are good for him. Eating has always consisted of more than merely taking nourishment. It is one of the pleasures of life, and also one of its social amenities. Perhaps one little capsule can convey as much nourishment as a juicy steak, but it fails utterly to satisfy one of our primary human cravings, the urge to derive pleasure from eating. Like many theoretical schemes of economic reform, the food pill fad leaves out the one important element, human nature.

Post-War Aviation

What will air transportation do to the post-war world? This, says the Christian Science Monitor, is a question to which there are many ready answers. It will make formerly isolated places easily accessible. It will bring nations many hours closer together. It will enable people to travel as they never have done before; we shall know more about each other, understand each other better and thereby promote a friendlier world.

To be sure, all these are true, but will it not also have an ultimate effect on boundary settlements in Europe, especially as these bear on the question of outlets to the oceans?

In the past, nations have demanded outlets to the sea. They have seen in these the only means of keeping their trade lanes open. Their national economy and indeed their very existence has for centuries depended in a large degree upon the shipping that came and went through their seaports. But tomorrow seaports will count less.

Before the present war, air transportation gave promise of some day becoming a vital factor in commerce. When the war ends, that day will come. So engrossed have we been in considering the vital part planes and pilots are playing in the war, we have hardly taken time for even a glimpse into the future, to see the role they will play there.

The gigantic strides which have been made in the construction of air transports, combined with the thousands of young men who will return to every country as seasoned, highly-skilled fliers, mean "something's in the air" for us the moment the war is ended. Airlines will supplement and in some cases may well supersede ocean lines, as railroads superseded in part canals and other waterways. A city need not have a harbor nor event be located on a railroad, perhaps, to become a great commercial centre. Vast areas which have been undeveloped because of lack of transportation will be opened, giving many countries new resources. No longer should nations feel cramped within restrictive boundaries. When airports take the place of seaports or at least supplement them adequately, the old fear of being cut off from necessities which other parts of the world supply will be minimized in the international picture.

—EDITORIAL NOTES—

Farmers are busier than ever this Spring, due to the scarcity of help.

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Mr. R. F. Bell, the Secretary of the Federal Progressive Conservative Party, Ottawa, will be in conference with the local organization today.

* * * *

Dogs, complains a correspondent, have no respect for victory gardens, and asks, seeing there is no dog-catcher, whether he would be justified in laying poison to get rid of the mongrels. That is a question and problem for the police to answer and solve.

* * * *

Munitions Minister Howe said in the House of Commons that the period in which a subsidy of $1 a cord will be paid on fuelwood will be extended beyond June 30, but he could not state the exact date. He was answering Mr. G. K. Fraser (Prog. Con., Peterborough West) who asked if the subsidy would be extended until October. Mr. Fraser said the weather had been unfavorable to farmers and fuelwood production this year.

* * * *

Joseph Simon Gallieni, French General, died this date, 1916; fought in the Franco-Prussian War, commander-in-chief and organizer of Madagascar as a French colony; appointed Governor of Paris in Sept. 1914; rushed reserves from Paris in every available taxi and motor bus to augment the 6th Army on the Ourcq which persistently attacked Kluck's flank; played important part in the first battles of the war; he saved Paris from the Huns, and was acknowledged as one of the outstanding heroes of the Great War I.

* * * *

Australian Army Minister Francis Forde has issued hitherto unpublished details of losses of the Australian Imperial force in all campaigns in which it participated in the Middle East. These show a total of killed or died of wounds, 3,147; wounded, 8,317; missing or war prisoners, 7,249. Those killed in the first Libyan campaign numbered 264, at Tokruk 726, in Greece or Crete 518, in Syria 411, at El Alamein 1,177, not specified 51. Of the prisoners, 951 were taken at Tobruk, 5,033 in Greece or Crete and 795 at El Alamein, and the others in unspecified battles.

* * * *

Mr. Tom Price, business agent of Aeronautical Mechanics Lodge No. 756 (A.F.L.) states the union had approved a system of "smoke periods" for Vancouver and district aircraft plants which now is before federal authorities and the managements concerned for final approval. He said the plan calls for two such periods on each eight-hour shift, with smoking permitted in all plants except those specified as a fire hazard, where certain smoking zones would be established. The plan was drawn up after talks between union officials and federal authorities. Last month plans of Boeing Aircraft of Canada, Ltd. were closed six days by a dispute over the workers' demand for rest periods.

* * * *

When Defence Minister J. L. Ralston told the House that the over-all manpower needs in the three armed forces would be about 175,000 most people in Ottawa were surprised. This looked like a low figure, but it was a plain signal that more attention is being given this year to increasing the supply of ships and planes and foodstuffs and lumber and coal and base metals than to expanding the personnel of the army, navy and air force. That may be sound policy, and Col. Ralston assured Parliament and people the numerical objective for the uniformed forces was set after closest study and consultation with the United Kingdom and the United States.

* * * *

A feature of the sessions of the annual conference of the Canadian Fire Marshals in Quebec, was an address by Mr. W. J. Scott, of Toronto, Ontario fire marshal and adviser to the director of civil air raid precautions, who stressed the importance of A.R.P. work and said it was "certainly not the physical difficulty" which kept enemy planes from raiding Canada. The enemy, he said, has the planes to bomb Canadian shores at any time they wish to risk the losses of a long-range attack and the best way to invite such attack would be to be unprepared. He reported that the federal government has spent $6,000,000 on A.R.P. equipment and that volunteer A.R.P. workers total 225,000, "very concrete evidence" that the government and the citizens of Canada were aware of the need for defence preparation.

* * * *

On July 14 Bonaventure Station, Montreal, will take on the new name of St. James Street Station. Because of the long historical association of the name "Bonaventure" with the city, it has been decided to preserve it in the new C.N.R. terminal. St. James Street Station will continue to operate under a more limited schedule; most of the traffic it has been carrying will be transferred to the new station. Lakeshore suburban trains will use the old station, and also certain troop trains. The old station is only remaining in use because, in wartime, it is impossible to get the full complement of electric locomotives required to handle all the traffic through the tunnel and over the viaduct into the new station. All main line traffic except that which the Moreau station now looks after will run in and out of the new terminal.

Notes By The Way

"Funny people, you Canadians, said a visiting Chinese notable. "You take a glass —you put sugar in to make it sweet and lemon in to make it sour; you put in gin to warm you up and ice in to keep you cool—you say, 'Here's to you,' and then you drink it yourself." —St. Thomas Times-Journal.

A pigeon has qualified for membership of the Late Arrivals Club, formed in the Western Desert for airmen who walk home. A scientific expedition into Central Australia wanted to send a message to Alice Springs by carrier pigeon, the first three were killed by eaglehawks. The party saw the fourth pigeon attacked a mile away and gave up hope. An hour later the bird trudged wearily out of the scrub into the camp. —Australian Press Union.

Authorities should give more attention to enforcement of the regulation with respect to all horse-dawn vehicles carrying lights while traversing the rural highways at night. Every motorist knows that this law is frequently ignored and that the offenders more often than not get away with it. As a result of the rubber and gas restrictions, horses will be used to a much greater extent by farmers and Old Dobbin will be back on the roads in increasing numbers. —Kitchener Record.

A news item from Edinburgh reports that purchasers of bagpipes will be required to surrender a coupon and a half from the clothes ration because of the tartan covering of the bag. That means, no doubt, that the pipes, already scarce since the outbreak of war, may be comparative rarities in the land of the heather for the duration. But they will not become extinct. Far from it! —St. Thomas Times-Journal.

In the circumstances, we have reason to hail the swift capture of Bizerte and Tunis as a very great victory whose repercussions may well be felt far beyond the immediate military sphere of the Mediterranean. In fact, this development in Tunisia, this striking failure of the Nazis to put up a truly inspired fight, may in time prove to have been the thing that effected the first breach in Hitler's "Fortress Europe" —a breach made by themselves before a single direct invasion move by any of our Allied forces. —Providence Journal.

Because of the gender of words understood but not expressed, the names of small (Russian) villages may end in a (or aya), large villages in o, and cities be without a suffix, W. Cabbell Greet writes in "War Words." As a community grows, it may pass through all three stages: Gavrilova, Gavrilovo, and Gavrilov. This and another picturesque habit — that of changing the names to honor new heroes — cause maps and sometimes despatches to disagree. Exchange.

A criminal by the name of Korens who was serving a life sentence for murder, has been installed as director of the German concentration camp at Ommen in northwestern Holland. Korens, formerly a steward on the Nederland Steamship Company's liner Oranji, killed his wife in 1939 and cut her body into pieces in an effort to hide the crime. —Netherlands News Service.

If an explanation be sought for the unusually large number of farm auction sales now being held, it may be principally found in the inability of farmers to secure sufficient help. Until that is provided farmers will continue to leave their properties just when the critical situation demands that every possible acre shall be cultivated to capacity. —Brockville Recorder and Times.

The Isle of Man has distinguished itself again. Last week its Legislature threw out a motion for an Excess Profits Tax. The island, it will be remembered, has only a light income tax and has no death duties. Yet it has the same indirect taxation as Britain, and no doubt will adopt the latest increases in the British Budget in the liquor and tobacco duties and the purchase tax. The already glaring contrast between the taxes on rich and poor will be further accentuated. —Manchester Guardian.

The hope was held out that the available supply (of sugar) would be based on the total applications, when the authorities were fully aware that the reverse was true. They knew that distribution would depend on a supply which was arbitrary, and could not be increased. Yet they went to all the rigmarole of having people apply, without giving an inkling of what would be considered reasonable, only to come down finally to a flat pro rata allowance. Then, after creating all this confusion they wonder why it occurred. —Windsor Star.

The Nazis do not like to be reminded that a lot of easy victories early in a campaign do not necessarily mean real and final victory. That was made apparent when they banned a Norwegian drama recently prepared for presentation in Oslo. The plot revolved around a professional prize fighter who knocked out his opponents, one by one, but still did not win a "real victory." The boxer in the play develops a fear phobia because he realizes that the victims are preparing for return bouts and that the fight isn't finished. Nazi officials saw the play in rehearsal, decided it was a dig at the Nazis, and banned it. —Montreal Star.

One of the methods whereby the women of Holland are showing their scorn for the Nazis was disclosed recently by a Dutch woman who escaped to England. It consists of remaining standing when Germans offer them seats in streetcars and other conveyances. This makes the Germans very angry and sometimes leads to stiff punishment. When one girl refused to accept a seat offered her by a Hitlerite in a streetcar, she was immediately summoned before the Gestapo. There they made her stand rigidly for two hours at attention. This went on every day for at least two weeks. "You like to stand so we'll let you stand," the German officers told her each time she appeared. When this form of torture ceased they warned her that it would be renewed if she again "insulted the German Army." —Netherlands News Service.

The Australian monitor, largest of lizards, reaches a length of six to seven feet.

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.

BLOOD DONORS' CLINIC

Sir,—I understand that there is to be a blood donors' clinic established in our city and I further understand that the building which is to be used for this purpose is being made ready.

In view of these facts I would like to draw to the attention of the public:

1st. That the building in which this clinic is to be held is dilapidated, unsanitary and a fire menace.

2nd. This building was for the past 75 years or more occupied as a livery stable, and later as a garage.

3rd. The renovation going on consists largely of a few studdings to which will be nailed wall board or plaster, which will not eliminate the disadvantages, but merely hide them.

Do our citizens and the Red Cross in particular think this a suitable building for a blood donors' clinic? From my experience of thirty odd years as a sanitary engineer I would say that this should be done under the most rigid sanitary conditions.

I would like to see an opinion expressed through the medium of the press.

I am sir, etc.

D. L. MacKINNON.

Charlottetown.

"Winnie's" Cocked Hat

(Halifax Chronicle)

It seems highly probable that if the Mad Hatter had been a contemporary of Mr. Churchill's he would undoubtedly have found himself in the British cabinet. For, if Winston Churchill possesses any weaknesses, certainly the best known is his fondness for headgear, plain as well as fancy. Indeed, this inordinate liking for fanciful head attire may not be a weakness at all, but merely some unusual manifestation of inner strength.

The replacement of field service caps by battledress khaki berets in Britain has prompted a correspondent of the Mancnester Guardian to set forth in concise form a ready reference inventory of Mr. Churchill's collection of headgear. It is an impressive list. The Prime Minister, it is recorded, is the possessor of three species of top hat, five kinds of trilby, a cap, a cap with a peak, two kinds of bowler hat, a naval cockea hat, an Irishman's "Paddy" hat, an "Oxford degree" hat, the degree hat of a Scottish university, an old "army pillbox," an hussar's helmet, two kinds of panama, an artist's beret, an Army service cap, a steel helmet, and a sombrero.

This list was drawn up nearly fourteen years ago. Since then Mr. Churchill's travels must have provided him with opportunities for adding to the collection. In the dim and distant future we may be sure some student of history will try to interpret the course of World War II in the light of the British Prime Minister's headgear. Doctoral thesis will be written and degrees conferred magna cum laude.

But come what may, we'll be willing to bet that the naval cocked hat is Winston Churchill's special pride. A former First Lord of the Admiralty would find such a headpiece particularly handy as a receptable into which to knock Germany for the second time hand running!

The Poets' Corner

THE CLOUDS

Down the blue night the unending
columns press
In noiseless tumult, break and
wave and flow,
Now tread the far South, or lift
rounds of snow
Up to the white moon's hidden
loveliness.
Some pause in their grave wandering comradeless,
And turn with profound gesture
vague and slow,
As who would pray good for the
world, but know
Their benediction empty as they
bless.

They say that the Dead die not,
but remain
Near to the rich heirs of their grief
and mirth
I think they ride the calm midheaven, as these,
In wise majestic melancholy train,
And watch the moon, and the still-raging seas,
And men, coming and going on the
earth.

—Rupert Brooke.

A Brilliant Invention

(Exchange)

The great air battle over Britain in 1940 was won with the aid of radiolocation. This enabled the enemy's planes to be detected at a distance. The invention was a kind of aerial watchdog, which relieved the British pilots of the task of continually patrolling the air, and thus enabled them to get some rest, in spite of the greatly superior numbers of the attackers. The British scientist who had the leading scientific part in developing this brilliant invention is Sir Robert Watson Watt. He was educated at Dundee. His researches have been concerned with meteorology and radio physics. He was born in Scotland 51 years ago and done much work on the study of distant thunderstorms, determining their place of origin, perhaps thousands of miles away, by radio direction finders.

Sir Robert is at present vice-controller of communications equipment. Besides his brilliant contributions to military science he is deeply interested in general scientific affairs. He is President of the Association of Scientific Workers, an organization whose membership has risen from one to ten thousand during the war and contains a large number of the younger British scientists. This association has just held a conference on the planning of science. Such was the interest in this topic that hundreds of scientists were unable to secure even standing space in the large hall in which it was held. Sir Robert's practical scientific genius and his practical interest in affairs are a fine example of one of the best characteristics of the contemporary British scientists. Their inventions have been essential for the saving of civilization, and their wisdom is pointing the way to the proper use of science in the service of mankind.

War—25 Years Ago Today

(By The Canadian Press)

May 27, 1918 —German Western Front offensive resumed on large scale on 40-mile front between Soissons and Reims; enemy advanced 12 miles, capturing the Ohemin des Dames and crossing the River Aisne. French repulsed minor attack south of Ypres.

POLISH CONSUL IN N. B.

FREDERICTON, May 26 (CP)— Dr. T. Brezezinski, Polish Consul General at Montreal, arrived here today on an official visit and called upon Lieutenant-Governor H. G. Clark and Premier J. B. McNair. He planned to be in Saint John tomorrow and later visit Polish airmen at Moncton.

BUILDERS WHO SEND *Ships* DOWN TO THE SEA

"Give us more, more ships"—that is the cry heard around the world from the United Nations. And the ship-builders are performing miracles of modern construction to respond to that cry. In Canada, in England, in the States and in other countries, ships are being launched daily to fight on the seven seas.

In a real sense, all ships today are fighting ships, whether fighters or freighters, for they have to go through many perils and battles to perform their appointed missions. The men who man them and the men who build them are bravely fighting the "survival war". While paying tribute to the courage and loyal heroism of those who sail our navy and merchant marine, we will not forget the praise due the workers who build ships, hundreds of ships, for the United Nations.

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