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SATURDAY, APRIL 6, 1929

A CONVINCING SPEECH

The speech on the Budget by Hon. J. D. Stewart, leader of the Opposition, following as it did the disjointed, incoherent and egotistical speech of the Premier, Hon. A. C. Saunders, was undoubtedly one of the ablest ever delivered in the Provincial Legislature. Clear, logical and convincing, it placed the provincial situation fairly before the people. And the situation is not an encouraging one. The most serious feature of it is the evident helplessness of the Premier and his associates, and their incapacity either to initiate or to carry out anything calculated to be of any benefit to the Province. An extended report of Mr. Stewart's splendid speech will appear shortly in The Guardian.

THE WAR ON INSECTS.

The Fourth International Congress of Entomology was recently held at Ithaca, N. Y. There scientists met to devise new ways of fighting man's unconquered foe, the insects. A few years ago such a meeting would have met with ridicule, and there are still not a few who regard the study of insects as too trifling an employment for a practical man. But, says Dr. Howard—who was for 80 years chief of the United States Bureau of Entomology—"the insects are man's chief rival for the possession of the earth. They are damaging us more today than at any time since civilization began." And he supports his contention with many illustrations. When a sudden gust of wind, in the summer of 1869, struck a house in Medford, Mass., it caused more damage than any hurricane. In that house Trouvelot, a French astronomer, was endeavoring to cross-breed silk-worm moths with a little white imported moth, for the purpose of producing caterpillars immune to the silk-worm plague. A small box containing eggs of the white moth was swept by the wind from the window ledge into the grass, and despite his utmost efforts Trouvelot was able to retrieve only a few of the eggs. For ten years nothing happened. Then suddenly, miles after mile, trees were observed standing naked. Immense swarms of caterpillars were spreading over the country eating off the foliage from the trees. They spread over New England, they spread to the Canadian border. After 38 years of fighting them by every known means, an army of ten thousand men is required each summer to combat this pest and prevent it from deforesting the continent. A shipment of brood corn from Southern Europe was stored in a rickety barn near Everett, Mass. In due season through the cracks in the walls, a swarm of little moths emerged in the night. Nobody suspected their existence till a strange blight destroyed three-fourths of the corn-crops of New England and the Canadian border. Since then this tiny destroyer has cost the government of the U. S. A., \$10,000,000 merely to check its ravages, and there is no present hope of driving it out. Cotton grows wild in Mexico. On one inauspicious day a "bug"—apparently of no importance—flew across the Rio Grande into Texas. It was the boll weevil, and its spread has cost the cotton planters just \$300,000,000 a year. It is within the last 40 years that these and many other insect enemies have assumed this importance and we are now losing by their depredations from 10 to 15 per cent of all food raised. Huge sums, running into tens of billions of dollars have been spent in efforts to conquer these enemies, but still the battle goes on. And this is for two reasons. One is that large areas are, year after year, devoted to the same crops; the other is that in their spread these invaders have left behind them those

parasites which keep them in check, destroying perhaps 90 per cent of their eggs or caterpillars.

SCIENCE AND THE NORTH

Since the agitation began, in connection with the navigation of Hudson Bay, and the building of the Hudson Bay Railway with all its equipment of harbors, docks, light-houses, etc., the proposition has been regarded as one of doubtful utility. The insistence of the Western provinces prevailed, however, and the navigability of the Bay, thanks to modern science, is now among the possibilities. A line of radio stations along the whole coast from Belle Isle to Fort Churchill, the northern terminus of the Hudson Bay Railway, is about to be established, while three bases for airplane surveys have already been fitted, and others are contemplated. With such a service as this the navigable portions of the bay will be made known to ships, so that the season of navigation will be considerably prolonged and the danger to shipping reduced. With these and other aids it is possible to visualize a traffic service in the not distant future, between Fort Churchill and Liverpool, carrying the grain and other products of the prairie provinces to Great Britain. The network of rivers flowing into the Bay holds out vast fishing possibilities, while in the Bay itself there are whales, and a limited number of seals, and walrus, which will invite fishing and sealing interests. The proximity of the richly mineralized "Canadian Shield" further adds to the value of this great inland sea, which in the light of the Twentieth Century is a vastly different asset from what it was in the centuries preceding. What science will yet do in opening up the hitherto unutilized and inaccessible portions of Canada, it would be vain to predict. The difficulties of one century are surmounted in the next, and progress goes on, slowly, but surely, extending the boundaries of civilization and of world-wealth.

ET TU BRUTE

The Hon. Mr. Lea, admittedly the ablest man on the government side of the House, now lying ill in the Prince Edward Island Hospital, may well exclaim, as did Caesar, of old, when his friend stabbed him—"Et tu, Brute!"

In the Legislature on Friday, Mr. Angus MacPhee, after commending Premier Saunders for not meeting the British Parliamentary Association during their Sunday visit here, fell foul of Mr. Lea for having personally extended a welcome to the visitors on that occasion. He said:

"I am not going to praise him (Mr. Lea) up one bit for it, because if I praise our premier I must hit him (Mr. Lea) a little bit. It suited him very well. He is one of those fellows that likes to be before the public. He always likes to be put in a prominent position, and he always likes to talk; and even that wouldn't set him down. He was ready to act there, and on that account I don't give him any credit, and I don't think the best thinking people of this country will give him credit."

EDITORIAL NOTE.

"Some of the bills we passed, from the unlegal point of view contain too much Latin phraseology, and too much English also!" (W. F. A. Stewart, First Queens). Hear, hear!

History repeats itself. An Athenian sage took his son to hear a debate in the national senate and at the conclusion his comment was: "Behold, my son, with how little wisdom is the world governed!"

Even the Liberal members are beginning to wince under the dilatory tactics of the government. Mr.

Notes By The Way

It is interesting to read that our rich and prosperous Uncle Sam has lost 4,500,000 farmers within the past twenty years. That seems to be true. The Department of Agriculture at Washington is authority for the statement that the farm population has dwindled from 32,000,000 to 27,511,000, while the total population of the States has increased by more than 30 per cent in the last score of years. Last year alone 1,800,000 people abandoned farm life. And the cry for "farm relief" was loud in the air throughout the entire Presidential campaign. It seems now under President Hoover that farm relief across the border is to be brought about by building up higher and still higher the lofty tariff wall to keep out everything which Canadian farmers produce.

A surplus of almost \$90,000,000 just now announced by Hon. Winston Churchill for the past fiscal year seems to have caused surprise and astonishment in England and elsewhere. As is well known, Britain has been setting aside \$250,000,000 yearly as a sinking fund toward the reduction of her war debt, while taxes have been higher over there than in any other country. It had not been expected that at best any considerable surplus for last year would be realized, but 18,000,000 pounds sterling is a very considerable sum.

There is a general election near at hand and there are a million and a half of workers unemployed who must be supported, yet with all her heavy burden the United Kingdom is paying its way and paying its debts with something to the good. Quite naturally the question arises in many minds, what disposal will Mr. Churchill make of the handsome surplus?

There are many things he might do, or attempt to do with it, but every astute politician must take note of what his opponent may be plotting on the other side. Mr. Lloyd George, for instance, has put forward a plan which he affirms will give large immediate employment, greatly improve the internal transportation of the Kingdom, end unemployment within two years, and do all this without it costing the taxpayers a single penny.

That is a large order, and many Conservatives think L. G. is a large measure a demagogue and that he promises better results for his plan than he can bring about. Also his plan involves the immediate borrowing of many millions of pounds. Such borrowing meets with strong objections.

In any case the election will be a three-sided one. The Baldwin Government has been losing seats in the quite numerous by-elections of late the seats being captured somewhat alternately by Labor or Liberal candidates. Quite naturally both these parties hope to gain more seats in the coming election. Unfortunately for Mr. Lloyd George and his plan, his party in the present House is much the smallest of the three. Apparently at this writing Mr. Ramsay MacDonald and his lieutenants are fairly confident that Labor will come through the election with the largest number of supporters in the House. Premier Baldwin is still more confident that the Conservatives will be the largest party, but whether it will be sufficient to give a majority over all the opposing forces is seriously doubted.

In Ottawa Parliament has resumed its session since the Easter recess with the budget debate yet unfinished. Both Premier King and Hon. R. B. Bennett, who are to deliver the closing speeches have yet to be heard and other members who have not yet spoken may claim to be heard. There is also some probability of one or more amendments being offered by the Opposition which may prolong the debate.

In the Legislature it is quite amusing to note the apparent fear and trembling of Premier Saunders and his 24 followers regarding the five members of the Opposition led by Hon. J. D. Stewart. Pitiful appeals for sympathy, or for mercy come from the leader of the big majority, along with pitiful complaints from him and his colleagues against the fair criticism from the Opposition side. Well they realize that at the polls as in the waters a high flood tide is usually followed by a very low ebb. Hence to the fear of the Opposition in the House is added the fear of the country when another election shall come around.

W. F. A. Stewart, Liberal member for First Queens, said yesterday that from the country members' viewpoint, the Legislature seems to be like the land where it is "always afternoon." "We are left to wonder when the House is going to meet. Three o'clock may mean 4 or 5. Tomorrow may mean next week." His boy



By James W. Burton, M.D. IS WATER ALWAYS HELPFUL

That Body of Ours

Perhaps you wonder why most health writers advise plenty of water, especially between meals. Now the advice is worth following most of the time because as a people we do not drink enough water, and living an inactive life, as most of us do, we need plenty of water to accompany material along the intestine.

Water is necessary because the intestine is many feet long, and liquids get absorbed from this food as it passes along.

Now if there is any delay anywhere along the large intestines the waste material remains in this one place so long that most of the liquid portion gets drained out of it by the blood.

By the time the waste gets to the end of the intestine to be removed from the body, it has lost so much water that it is hard and thus more difficult to remove from the body.

This is what is called constipation.

Now will the drinking of water prevent constipation? There is no question but that it helps to carry away wastes by the kidneys, and to some extent also by the skin, but liquid does not act on the intestines as do foods or drugs.

Its main use therefore is to make the final removal from the body less difficult.

Further, if you decide to drink a number of pints or quarts of water daily, don't take more than one glass or two, at the most, at one time, whether it is at or between meals.

Two or three glasses of water, a cup of tea or milk, together with the food you eat at meal time, may be just "too much" for your particular stomach, and it has a tendency to make it "drop" a little.

This dropping makes it a little more difficult for the food to climb up and out of the stomach into the small intestine.

Now cold water does very often help movement along the intestine because the coldness itself gives the stomach a shock or impulse and this impulse continues down the small intestine and then downward throughout the large intestine.

So if you are depending on water to prevent constipation and are having no success, then eat the foods that will stimulate the intestine to action. These are fruit juices, bran, cereal, whole wheat bread, stewed figs, prunes, green vegetables, apples, if they agree with you. Mineral oil is usually of help.

If you are willing to take regular exercise, especially bending movements, it is not likely that you will have to give much thought to diet to correct constipation.



IMMORTALITY We must pass like smoke or live within the spirit's fire; For we can no more than smoke unto the flame return If our thought has changed to dream, our will unto desire, As smoke we vanish though the fire may burn.

Lights of infinite pity star the gray dusk of our days; Surely here is soul; with it we have eternal breath: In the fire of love we live, or pass my many ways, By unnumbered ways of dream to death.

G. W. RUSSELL ("A. E.")

THE LAND WE LOVE BY FRANK YEIGH

CANADA'S RAILWAYS

Q. What are the main features of Canada's Railways? A. Canada's railway mileage totals in 1928, 41,566. Several hundred additional miles are under construction or plan, which will add substantially to this total in the next few years. The railway capitalization stands at three and a half billions. The total operating revenues for 1927 were \$490,064,207 and the net operating revenues \$91,417,926. Nearly 42 million passengers were carried and 125 million tons of freight. The employees numbered 176,638 with remuneration of \$267,067,047. The 1928 figures for the two main railways systems showed a marked advance over 1927. Canada now has one mile of railway to every 230 people.

The Intimate Papers Of Colonel House

The Friend And Adviser Of President Wilson Recounts In His Diary The Great Events Of The War In Which His Country Was Concerned. (Copyright)

CHAPTER 8

The House Mission arrived in Europe at a moment of extreme crisis in the fortunes of war. In November 1917, the Allied cause was overshadowed by a double disaster: the collapse of the Italian army at Caporetto and the advent to power of the Bolsheviks in Russia. The situation was perhaps the gravest which the Allies had faced since 1914. No longer was it a question, as it had been in the spring, how best to defeat Germany; the problem was now, how to escape defeat.

The crisis which followed Caporetto and the danger that the end of the war in the East would permit Germany to concentrate in overwhelming strength in the West, stimulated Lloyd George to the decision which he had been pondering for some time, and which he had discussed with Sir Henry Wilson in August. If the Allies had been unable to win when holding numerical superiority over the enemy, what chance had they now, unless they adopted new methods? Reliance upon the hammer-and-tongs strategy of the General Staff, he argued, had resulted in tremendous losses in man-force and no material gains. Allied strength had never been pooled, and each army had done what seemed right in its own eyes, with the result that one by one they had been defeated. The sole hope for the Allies lay in regarding the battlefields as a single front and in the establishment of unity of command. Lloyd George in a speech at Paris on November 12 publicly affirmed the failure of Allied military policy, as he reviewed the strategic errors of the past three years.

"It is true we sent forces to Salonika to rescue Serbia, but, as usual, they were sent too late. . . . Half the men who fell in the futile attempt to break through on the Western Front in September of that year would have saved Serbia, would have saved the Balkans and completed the blockade of Germany. . . . 1915 was the year of tragedy for Serbia; 1916 was the year of tragedy for Roumania. . . . It was the Serbian story almost without a variation. . . . The Italian disaster may yet save the alliance. . . . National and professional traditions, prestige and susceptibilities all conspired to render nugatory our best resolutions. . . . The war has been prolonged by sectionalism; it will be shortened by solidarity." Mr. Lloyd George recognized the impossibility of persuading British opinion at this time to accept a generalissimo. Such a suggestion would almost certainly have brought about the overthrow of his Government. On November 19 he told the House of Commons that the appointment of a generalissimo would produce real friction, and might really produce not merely friction between the nations and the Government. He was equally opposed to a system of coordination that might be secured by joint action of the British and French Chiefs of Staff, partly, perhaps, because of his lack of confidence in the "traditionalism" of the professional soldiers.

The Supreme War Council

According to the memoirs of M. Painleve, then Premier of France, he had proposed to Mr. Lloyd George, three months previous, the creation of an interallied staff with General Foch as its chief. The proposal differed in principle from that made to Mr. Lloyd George by Sir Henry Wilson, since Painleve's plan would have included the Chiefs of Staff and made Foch essentially generalissimo, while Wilson's looked to the organization of a War Council superior to the Chiefs of Staff and excluding them. On October 30, after the disaster of Caporetto, Mr. Lloyd George wrote to M. Painleve a long letter outlining the British suggestion for a sort of interallied staff, which should be political in its composition although, to it would be attached military and, if possible, naval and economic experts. (Ed. Note: The text of this letter, translated into French for the benefit of the French War Council, is printed in Mermel, Le commandement unique: Foch et les armées d'occident, 164-68.—M. Painleve ascribes to himself credit for originating the Supreme War Council idea and he insists that Mr. Lloyd George had agreed to his proposals a fortnight before Caporetto. (Comment 'J' ai nommé Foch et Pe-tain, 256.) He apparently failed to perceive that Lloyd George could not possibly at that time accept an interallied staff headed by Foch, and

that there was the same difference between the French and British ideas then as later, regarding the inclusion or the exclusion of the Chiefs of Staff. The text of Lloyd George's letter of October 30 makes this clear; obviously in this letter he is not accepting Painleve's proposals but himself setting forth a new plan. Mr. Lloyd George's letter was carefully studied by the French experts, who finally accepted its principle and drafted thereupon a definite constitution of the new organization. On November 5, the British and French Prime Ministers left for Italy, where at Rapallo, on the Italian Riviera, they were awaited by the Italian Premier, Orlando, and his Foreign Secretary, Sonnino. After two days of discussion the plan for this interallied council was approved, and the new organization called the Supreme War Council (Conseil Supérieur de Guerre).

No one could criticize the effort to coordinate Allied military policy. Whether the Supreme War Council would succeed in achieving unity of military control was another question. The functions of the new organization were not clearly defined. It was essentially a political body composed of the Prime Minister and a member of the Government of each of the great Powers whose armies are fighting on that (the Western) Front. It was not to act as a commander-in-chief, but as an agency for the adoption and maintenance of a general policy for the Allies in the prosecution of the war, consistent with the total resources available and the most effective distribution of those resources among the various theatres of operations. It may have been sound policy to give the new council a political character, and it was essential to find a compromise between French insistence upon a single military command and the British objection to putting their troops under foreign control. But the nature of the compromise and the vagueness in the definition of the functions of the Supreme War Council resulted in misunderstanding and criticism. Upon Mr. Lloyd George fell the burden of advocacy of the new venture, for the French Ministry was overthrown on November 13. M. Painleve resigned, and three days later the historic Clemenceau Ministry was formed. (Ed. Note: Painleve's fall was not the result of his advocacy of the Supreme War Council, which was approved by a vote of 280-192. His ministry was overthrown by a hostile vote, the same day, in the matter of the Malvy-Caillaux prosecutions.)

It was natural that the British Prime Minister should look for the support of the American Mission, which occupied in the public mind a position of peculiar importance that was indicated by numerous articles in the newspapers, emphasizing the resources of the United States.—Colonel House and his distinguished colleagues have arrived at the critical moment, said the London Spectator on November 17. Their influence will be invaluable in the somewhat perturbed councils of the Allies. Mr. Gasty cabled to the New York Times, commenting upon the turn of fate that had made of House "the bearer of encouragement and reassurance to all civilized Europe. . . . Never in history has any foreigner come to Europe and found greater acceptance or wielded more power. Behind this super-Ambassador, whose authority and activities are unique, stands the President. . . . and behind the President stands the country whose measureless resources and unshakable will are counted a sure shield against the successful sweep of Prussianism."

Wilson's Cable

Colonel House to the President (Cablegram)

London, November 13, 1917. The Prime Minister arrived today. I dined with him alone tonight to have a frank conference. The Italian situation is desperate. Venice will fall. (Ed. Note: House's pessimism was not justified by the event, for Venice was saved.) French and British troops are being rushed to the front and they should be ready for action by November twentieth.

France, England, and Italy have agreed to form a Supreme War Council and believe that it is imperative that we should be represented in it because of the moral effect that it will have here. I am cabling you through the Department a copy of the agreement as signed at Rapallo.

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The Public Forum This column is open for the discussion by correspondents of questions of interest. This Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

CANAL AND VIADUCT

Sir,—The information from Ottawa according to an item in your issue of this morning, is to the effect that plans for car ferry have not yet been formulated. It appears also that a viaduct is being considered, estimates having been procured thereon. A resolution was recently unanimously passed in the House of Commons to have a survey and investigation made with the least possible delay to ascertain the feasibility of a ship canal across the Isthmus of Chignecto. Such a canal if built would extend along or near the boundary line between New Brunswick and Nova Scotia. The entrance to the canal on the Northumberland Strait would be at Bale Verre within about fifteen miles by rail or water from the proposed viaduct.

If a ship canal were considered feasible it might be a great saving in time and money to have both canal and viaduct constructed at the same time. The material excavated in making the canal could be utilized in building the viaduct and could be conveyed by rail or by water on scows from the canal at Bale Verre to the viaduct at Cape Tormentine.

The estimate made some years ago of about \$7,000,000 as the probable cost of this ship canal would have reference to a smaller canal than would be required now, owing to the advance since made in shipbuilding, but on the other hand methods of excavation and construction have also advanced, and, without any data at present to the contrary, an estimate of \$9,000,000 or \$10,000,000 might reasonably be considered as the probable cost. Estimating a similar amount for the construction of the viaduct it is reasonable to suppose that if the construction of both were undertaken at the same time and the material excavated from the one used to construct the other a considerable reduction might be made in the estimates. If from this were deducted the several millions which the new car ferry will cost, and what a third car ferry will cost in a few years time to replace the old one now getting out of repair and out of date, and the other out-

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lays which must necessarily be incurred in connection with the piers at both sides, it may also be reasonable to suppose that the estimated cost of ship canal and viaduct would be so reduced that the interest on the amount might be considerably less than the annual outlay for the upkeep of the ferry system, and, even if not less, the advantages of these works would be so immense that a considerable additional outlay might well be considered justifiable. Imagine what communication at any hour day or night with the mainland (the real fulfilment of

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