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By ELMORE PHILPOTT
RIGHT AND WRONG

MR. CHURCHILL has climaxed his visit to Denmark by advocating the early setting up of world government.

"Unless some effective world super-government can be set up and brought quickly into action, the prospects for peace and human progress are dark and doubtful."

Thus the great British wartime leader once again raises a banner to which all believers in human freedom can and should rally.

WHAT DO we mean by world government?

What is the difference between the United Nations Organization, as it now stands, and a true world government?

The UN is a mere association of 60 sovereign nations. It has power only to recommend action by the separate national governments. The UN cannot order any individual, anywhere on earth, to do anything right. It cannot order any individual anywhere on earth to stop doing anything wrong. It can only act THROUGH NATIONAL GOVERNMENTS. Every national government on earth retains the LEGAL power to order any one of its citizens to do anything that is humanly possible.

The U.S. government, for instance, could legally order its citizens to atomize twenty million Russians within the next 48 hours. The S.U. (Soviet Union) government could equally legally order its vast armies to sweep west across Europe; to stock rockets into England, or U.S.A., or Canada—loaded with deadly germs.

As the law now stands no citizen in any country may lawfully disobey his country's orders. He is compelled, by law, to do anything he, or she, is ordered to do. That is true of the North Koreans today. It was true of the Germans in 1939—when Hitler ordered his armies into Poland—and when some German soldiers were shot on the day of invasion for trying to disobey.

WHEN WE GET any kind of world government the individual nations will have to cede some of their powers to the higher authority. The sovereign power will have to pass from the individual nation to the world authority much the same as it passed from the provinces of the Dominion of Canada when we set up our Federation in 1867, or much the same as it passed from the 13 states to the United States in 1789.

MR. CHURCHILL has once again led all the statesmen of the world in his outright advocacy of what a great many ordinary people (like myself) have been advocating for many years. This is proof that this idea has grown up in the true democratic manner, from the grass roots. It has now reached the level of practical politics.

But it seems to me that Mr. Churchill is away off the beam in his plan for making a United Europe, as one of the foundation stones of the future world government. The very term "United Europe" is a misnomer. For obviously neither Mr. Churchill nor anybody else proposes to include Russia in it. Yet Russia is geographically a part of Europe. It would be impossible to form a United Europe, even with Russia excluded, without her cooperation, except as a result of another war. And another war which destroyed Russia's power to prevent the union of Europe would automatically and simultaneously end the reasons for excluding Russia from such a union.

"Facts are stubborn things" and Russia is a fact.

BRITAIN CANNOT join a United Europe without liquidating the British Commonwealth.

Not long ago I had the privilege of telling a distinguished U.S. conference (including the Assistant Secretary of State) why this is so, in the opinion of one Canadian:

"Britain won't join anything which Canada won't join. Canada won't join anything which does not also include the U.S.A." There is nothing that a United Europe could do that a World Government could not do better. There are at least ten powerful reasons why it would be easier to form a world government than a true European union.

Why waste time on a blind alley?

Ray Reflects and Reminisces

One just naturally loves an apple. It has color, flavor and certainly is a form of good food. It is pleasant, and a health-giver in any shape, raw or cooked. The apple tree is found almost everywhere, outside of the Arctic and tropic zones. There are richer, more lavish fruits, but these we tire of, after a while. Not so the apple, with its stimulating bite. In practically all seasons, the apple can be hailed as the welcome companion. It's been with us since Eden.

A baby, born in London, was found to have a tail. When eleven months old it was skillfully removed, the treatment restoring the child to a normal state. Under all the circumstances, it was just as well. Later in life, there might have been embarrassing moments when the desire to do a bit of speedy tail-wagging was felt.

Of course, these mutual dislikes between provincial cities are only pretended. There is no actual ill will, and the provinces get a somewhat grin, if enjoyable "kick" out of it. The papers, are, doubtless, responsible. It's a fact Prince Rupert relishes whatever is to the disadvantage of Vancouver. Calgary and Edmonton, Saskatoon and Regina, Winnipeg and Brandon—they all exchange plat pleasantries. Quebec slaps Montreal where its supposed to hurt the most. Halifax and St. John have been scowling for a century, and it would never do to stop now. As for Newfoundland, there has not been time. However, it will come.

Canadian troops are at Fort Lewis, in the State of Washington, and it's being said that never before has the red ensign been seen there. This, in a sense is doubtless the truth. Yet, as a matter of fact, there was a time when British Crown authority, rather than confederated Canada, was represented at a point on the west coast far south of where Fort Lewis stands today. This was the Hudson Bay Co. at Vancouver, in southern Washington, near Portland. Before the border line finally fixing the American-Canadian boundary from sea to sea was agreed to, negotiations were lengthy, and sometimes inclined to be sharp.

Many a man, when he feels the need of a haircut, drives to Hollywood (Florida) where the charge has been cut to 35 cents. It's all right for the home folks, but where visitors are concerned a lot depends on how much gasoline is used.

There is nothing at all surprising in what motor tourists say concerning the absence of mile post signs, indicating distances to Prince Rupert. Has it not always been like that? It is not so long ago that anyone a thousand miles or so distant from Prince Rupert had his own time trying to discover any dependable data about the town at all. As a matter of fact, Prince Rupert cannot have too much up to date publicity all the time if for no other reason than trying to offset the effect of forty years of mischievous and misleading yarns.



BRIDE-TO-BE—Sixteen-year-old Hasar Ali Tasse arrived at Winnipeg's Stevenson Airport after a 6,400-mile flight from Lebanon. Speaking no English, she was unable to tell airport officials who she was or who was to meet her. After four worried hours, her husband-to-be, a Manitoba farmer, arrived at the airport—having been delayed by a timetable misunderstanding. The two had never met, but had carried on a courtship by mail. (CP PHOTO)



FOUR ARE ONE—Sault Ste. Marie's famous four, the Hargreaves quadruplets, seem to find more fascination in the photographer's antics than in their cakes as they pose for their first birthday picture. The quads are celebrating their birthday (Oct. 13) in a new home, built largely of material and labor donated by the residents of the Sault. Acting the perfect little ladies by restraining their desire to sample the cakes, they are, left to right: Jennifer Ann, Janice Barbara, Joyce Carol and Joan Diane. (CP PHOTO)

WOOD CARVING HOBBYIST

(Continued from page 4)

Union Jack and Legion flags, which drape on either side of the standard.

As well as wood turning, Mr. Croxford has model and sailing yacht building as a hobby. One of the 14 sailing ships he has built took second place in the 1936 Canadian sailing championships at Vancouver. He is now working on a three foot long model of the "Britannia," Samuel Cunard's first Cunarder. It is a three masted square rig, with paddle wheel auxiliary power. He is making it one eighth of an inch of a foot scale. Unlike some hobbyists, he doesn't bottle ships. "I like something I can work and play with," he explains.

Since he was 15 years old, Mr. Croxford has been constructing, usually in wood, the first living models of everything from 6 ounce pins to 30 ton stem frames for boats.

After serving with the Royal Engineers in the 1914-18 war, Mr. Croxford, who married in England, made his home here in 1919. A son, and daughter, served in the last war.

MARINER AT HEART
Mr. Croxford's grandfather was lost at sea in 1879. As far back as 1716 he can trace the names of his sea-faring relatives. "Maybe some of them came out from Biddeford and Tiegmouth with Drake," he mused. "Yes, I suppose there's salt blood in our veins—I wanted to go to sea, too, but mother wouldn't stand for it."

Instead Mr. Croxford binds ships for a pastime. Since an accident during his war service left him deaf, he finds his hobby satisfying recreation.

"But you can't rush it," warned Mr. Croxford. "One old ship builder worked on a model of Nelson's 'Victory' for 20 years, and still wasn't quite finished. No, you can't force attention on it, or you make a mess of it. I do this woodwork just when the spirit moves me."

Snow Lower On Mountain Tops

Surrounding mountain tops, including Mount Moose, showed the snowfalls Sunday morning. During the night it appeared at lower levels but disappeared later in the day. Early today, there could be felt the nip of frost.

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