

THE CHARLOTTETOWN GUARDIAN

Morning Daily, (founded 1887) \$4.00 MAJOR A. A. HARTLIFT, President per year (delivered in advance, \$3.00) J. R. BURNETT, Editor and Publisher Canada, and \$3.00 for U. S. A. D. K. CURRIE, Associate Editor

Thursday, Dec. 25, being Christmas day and a public holiday, the Morning Guardian will not be published on Friday. The Evening Guardian will not be published on Christmas Day, but will appear as usual on Friday. Adv. editors please note.

WEDNESDAY, DECEMBER, 24, 1919.

THE NEWSPRINT CASE.

The Ottawa Journal says:—The white paper on which newspapers are printed has been going up rapidly in price lately. Not in cost of manufacture. The cost of manufacture of newsprint is \$40 to \$50 per ton, according to the location or advantages of the mill. The present selling price of newsprint in Canada under the Paper Controller's order, is \$69 per ton, but increases to \$80 per ton on January 1. The selling price in the United States is \$80 to \$90 per ton. Canadian mills sell in the United States nearly nine-tenths of their whole product. Consequently, most of the Canadian paper mills are making at present not far from one hundred per cent, profit on the cost of manufacture.

The reason for the tremendous price is that a demand exists in America for more newsprint than the paper mills of America can make. The war caused a greater sale of newspapers than previously, and the war also not only stopped construction of newsprint mills anywhere but stopped a great deal of paper manufacture in European countries. This situation has recently been coming to an acute crisis. American newspapers want more newsprint than is being made, and as no individual publisher is willing to reduce the size of his newspaper so long as he has dangerous rivals or can sell advertising space to advantage, every publisher is pushing to buy newsprint supply in a market in which there is not enough newsprint for everybody, with the result of constantly growing competitive prices.

The difficulty will continue and the tremendous prices will continue until more paper mills are built, or a European supply tends to reduce prices everywhere.

The Dominion Government has handled this situation wisely and courageously from the beginning. Almost immediately after the war started, which closed down most of the paper mills of Europe and caused an abnormal public demand for more copies of newspapers in America, and consequently for more instead of less newsprint, the paper mills of this continent jumped up prices. The increases were so large and so sudden that many of the weaker newspapers were badly hit, and in some cases put out of business before they could save themselves by raising their own prices—because money from an increased advertising or circulation rate is slow in coming in, where a newsprint bill must be paid on the nail. Consequently, the governments both of Canada and the United States intervened by measures to prevent further disaster—to provide that paper manufacturers should during the war sell at only a fair profit to themselves. The Canadian action was to appoint a Paper Controller, with power to investigate cost of making paper, and fix in Canada a price for Canadian supply which would give the mills a profit but would not destroy Canadian papers. In the United States, the matter of United States prices, was relegated by the American Government to the United States Federal Trade Commission.

In Canada, this course produced results satisfactory to everybody except a few among paper manufacturers who were determined to be profiteers to the limit. But, when the United States Federal Trade Commission could no longer control matters in the United States, and the increasing shortage of newsprint there produced a wild competitive rush for it, there were two or three of the Canadian paper manufacturers, men selling more than nine-tenths of their product at something like one hundred per cent. profit in the United States market, who refused to obey the directions of the Paper Controller here to help supply the one-tenth market in Canada—though still at a huge profit to themselves at that. This defiance by a couple of the Canadian manufacturers of the law of their country caused the government order of Saturday last, authorizing the Paper Controller to stop the export of newsprint by any Canadian mill which refused to obey his directions. This order has had its effect. No likelihood exists of further trouble in Canada. Canadian publishers are paying a high price for paper, and in a short time, when the paper control ceases, as it will do with the formal declaration of peace, will have to pay market price no matter what it is, but in the meantime they have been enabled by the wise course of Government and Parliament to prepare reasonably for the emergent situation; and undoubtedly a considerable part of the newspaper press of Canada has been saved from destruction. Nevertheless nearly one hundred of the daily or weekly newspapers of Canada have disappeared since 1914.

Daily Selections for Guardian Readers

Furnished by W. S. Louson THE JOY OF GIVING

There is something peculiar and specially joyous about the joy of giving, a sort of warm little glow that starts at your heart and gradually spreads until it prevades you, whole being. You don't know how nice it is until you've tried it. It isn't necessary to find a poverty-stricken person for this sort of giving. Often you may exercise it in your own home or in the place you work. If you give your mother a little loving service, showing her how much you really think of her; if you show your father some of the love and admiration you feel for him; if you give your

little sister some of the companionship for which she longs, instead of sternly sending her out of the room because she is "out of a kid" and you can't be bothered with her, then home will be a much happier place for you and for everyone else in it. If you don't believe me, try it and see.

The giving that really counts is the giving of yourself, of your time, of your talents, of your love, of your personality—to help those less fortunate than yourself. Perhaps by giving a few hours of your time you can save a girl from wrecking her future for the sake of what she mistakenly calls a "whale of a time."

What we give is never wasted even though it seems so. Even though the love you give us unrequited, it enriches your own nature and gives you a greater sympathy with others. Don't be afraid to spend your energies in service. Give and keep on giving, and some day the bread you cast on the waters will return to you.

Others View Point

A Tribute to Manhood.

(London Daily Express.) No visitor of any rank from any country ever had such a welcome from America as the young Prince of Wales. To what is all this due? It is due, in the minds of all who have studied the records of this tour, to qualities and ideals which would give distinction to the man if he were not the Prince. He has charm, manner, sincerity, simplicity and a high sense of duty. He has brains. His speeches, which are his own, reveal some gift of oratory and a very hearty common sense. His actions show a level head on attractively young and unspoiled shoulders. He has, we are persuaded, done work of extreme importance for the Empire and for civilization. We may all pay him a tribute of quite genuine homage without suspicion of sycophancy or fear of turning his quic sane head.

An Extravagant Luxury

(London Morning Post.) Speculations regarding the future of synthetic rubies suggest the question of how far the pleasure derived from jewellery and precious stones is due rather to a kind of vulgar satisfaction in possessing things costly and hard to obtain than to any real appreciation of their beauty. Platinum jewellery is a case in point, for though it is seldom beautiful it is always expensive. But, in view of the scanty supply of the metal and its importance to various key industries, such as the manufacture of sulphuric acid, those who use it for jewellery might well ask themselves whether it is only against good taste that they are sinning. This point was emphasized by an American scientific journal during the war, which pointed out how ridiculous it was for the throwing of rice to be prohibited at weddings in the interests of economy, while the bridegroom presented the bride with a platinum ring!

Captain Smith's Triumph.

(New York Times.)

When the Wright air shallop, in almost a dead calm, so frail she was cleft the blue above the Hudson not very long before the war, and New York wondered at the sight, who would have dreamed of an adventure, flying from England to Australia before the twentieth year of the century? "All's well," cabled Captain Ross from Port Darwin yesterday. He had reached that outpost of the antipodes in his daring flight, twenty-eight days from London. From Cairo on ward his way had been over desert sea, and jungle more than over settled territory. Established landing places had been few and far between, and toward the end of the risk of a fatal landing must have haunted him. The last stretch from the island of Timor to Port Darwin was over coral seas nearly all the way, 500 miles. The beasts of the jungle, the wild birds of the air, must have seen the strange monster pass, black men have looked up in amazement and fear. Captain Ross's Smith has done a wonderful thing for the prestige of the British empire and the fame of the Smiths. He must be hailed as the foremost living aviator, for his flight over many lands measured 72,000 miles, and he never faltered or blundered. The Commonwealth of Australia seems to owe him \$50,000 in gold, and he has earned the money. It is pleasant to know that Captain Smith was a hero in the air in the Palestine campaign and bombed and brought low the insolent foe.

THERE'S NO PLACE LIKE HOME.

(London Daily Express.)

Forty years ago the middle class was at its zenith. Then women darned socks and men came straight home from their offices to spend all their leisure in a family life which was, at the best, exquisite. A visit to a theatre, a dinner at a restaurant—these were adventures almost as big and as rare as the annual family exodus to seaside lodgings. Today our homes are places where we sleep and have breakfast, manned, if we are fortunate, by one expensive and elusive domestic servant. That is if we do not just live in hotels. But will all this or much of it, pass? Will home life return? Shall we, sated with extravagance and pleasure, seek again the more permanent satisfactions of family ties and simple affections and quiet?

HOOVER FOR PRESIDENT.

(Brooklyn Eagle.)

The sentiment among thoughtful people for Herbert Hoover as the Democratic Presidential candidate represents a deep interest in the issues of the mind and heart. True, Mr. Hoover is a great business man, but what his name means to the American people is interest in and self-sacrifice for the stricken, starving, death-stricken people of Europe, and a large and constructive purpose for the future, as was shown by his declaration in favor of the League of Nations, when he returned from his mission of mercy in Europe.

MANY LOOK TO GREAT BRITAIN

By Lloyd Harris.

In the early days of the war lack of experience, lack of skilled labor, and lack of suitable plant made the organization and development of the British aircraft industry an extremely arduous undertaking—yet, thanks to a few firms that had the courage of their convictions, and had actually built machines in England before the war, steady progress was made, and in 1918 Great Britain possessed the largest and most efficient aircraft industry in the world. British types of aircraft, both lighter and heavier than air, have excelled all others in accomplishments and dependability, as well as economy of operation, while many countries have paid the compliment to the British designers of adopting British aircraft types as their standards. British aircraft was decided by the commission that visited Europe to be far superior to all others, and preparations were made to manufacture several types in huge quantities. Unfortunately, the knowledge acquired by British manufacturers, the product of the vast amount of information gained by extensive practical and experimental work, and which proved of such great benefit not only to Great Britain, but to other Allied countries, was not utilized, with the result that in spite of an expenditure of over eight hundred million dollars in one year alone there were in France when the armistice was signed less than a dozen United States-built airplanes in flying condition.

All Looking to Britain

Today all countries of the world look to Great Britain for aeronautical information and to her unsurpassed aircraft factories for material. Great Britain has taken a leading part in the drafting of a code of international air law world-wide in its scope, and which has become an integral part of the laws of Great Britain, the Dominions, and the other signatory States. The Air Ministry aims at a world-encircling "All-Red" British Empire air route, and to have British aircraft occupy the position in the air that Britain's mercantile marine does on the sea.

It requires but little imagination to envisage the possibilities of aerial communication in Canada—a country of wonderful adaptability and immense natural resources. Our opportunities, if we rightly seize them, are greater than those of any country in the world.

Part Canada May Play.

In the race for commercial supremacy the British Empire must lead, and Canadian enterprise should do its part within the Empire. The pre-war industrial position of the British Empire was due to the fact that for generations practically all British and a large proportion of foreign goods were carried to the uttermost parts of the earth by the greatest mercantile transportation system in the world. Rapid communication has become increasingly valuable and necessary, so that today we may justly say "Transportation in civilization."

Today in London we see an air transport line to Paris, running on schedule time, carrying goods and passengers with greater safety, precision and regularity than do the railroads. Tomorrow will see the crossing of the Atlantic by air—not as an isolated effort, but by an equally well-organized system as the London-Paris route.

It is of vital importance to the future of Canada, and even the Empire, that British aircraft and British manufacturing methods be employed in Canada to the exclusion of all others. The use of foreign and therefore inferior, machines must inevitably do harm to, if not wreck, the progress of aviation in Canada, and it is to be regretted that a considerable number of aircraft of foreign design, and at the best only suited for rudimentary training purposes, are already "planted" on the innocent Canadian buyer.

Aiming at Reliability.

Owing to the censorship during the war and the peculiar reluctance of the British to "boom" their own products, and their tendency to prelate their own accomplishments, little is known in Canada about the immense superiority of British aircraft. Devices that have been in use in England for many months, or even years, have been announced in Canadian and United States papers as wonderful "American discoveries" and "inventions!" Speed, height and weight-carrying "records" are made and announced broadcast that have been exceeded many times over in Great Britain, and of which nothing has been said. "Stunts" are being encouraged in Canada and the United States, while in England safety and reliability have become the chief considerations.

Today Canada stands where stood Great Britain in 1914 and the United States in 1917, but in the light of the example of each before her, it is for Canada to choose her way.

BOLSHEVISM IN A NEW ROLE

A suggestion was recently made in one Canadian newspaper that the aid of the United States Federal Trade Commission be invoked in an investigation into Canadian meat packers' methods. The cloak, however, has been rudely pulled off a part of the American probe. Senator Watson, in the United States Senate, has shown that there was from the first Red Bolshevism running close under the skin of some of the leading men. The Senator, in asking for an investigation into the past of some of these "investigators," declared they were Socialists of the worst type, men whose whole training and public careers had prejudiced them towards a settled state of prosperity. He charged, too, that the Commission's headquarters in Chicago were used openly as the centre of Socialistic and Anarchist agitation. Some of the most prominent employees of the Commission there carried the Red Flag during the Anarchist parade after the armistice was signed. These facts should be given the Canadian public, especially the Canadian farmer.

The charges made by Senator Watson may be summarized as follows:—The man in general charge of all investigation into the packing industry in Chicago was president of the Fabian Club, a society founded for the express purpose of furthering socialistic doctrine. About him were grouped many extreme socialists, two of whom were convicted of espionage. His office "became the rendezvous of a number of men devoted to the destruction of property and the overthrow of the government." It was this man who ordered the "larger figures" in every case to be taken in the case against the packers, putting back reserves so that profits might appear greater, etc.

This person's "right hand man", also a member of the Fabian Club, frequently made the statement that all big businesses should be confiscated. It was he who received the instructions from Washington "to cease the revolutionary activities" at Chicago office of the Commission or they would get foul of the Department of Justice. A third man was one Kravitz, a Russian from Riga, described as "an intellectual Socialist of the most radical type." Throughout the war he often declared himself "heart and soul for the German cause and that he did not believe in wealth or property, which should be taken away from the corporations."

A fourth had frequently waved the Red Flag at the meetings of his fellow employees of the Federal Trade Commission" and had boasted that the bags for which the police had searched his home had literature which he terms "government dynamite."

A fifth man was described as a "Soviet of the most virulent type."

So much then for the suggestion that Canada call upon a foreign Commission for assistance in a matter directly involving the future welfare of the live stock industry in the Dominion whose keenest competitors are in the United States. Such a method of investigation itself calls for investigation. Unfortunately incredibly great damage is already being done to the Canadian farmer by the circulation of rumors that shake his confidence in the future of the live stock industry. This, in turn, is already being reflected in reduced production of breeding animals on Canadian farms—a factor that is certain to add to the existing meat shortage in the world and to send up in the future the cost of living.

TUG DILIGENT OFF COPE BALD, N. B.

MONCTON, N. B., December, 21.—The United States tug Diligent, one of the fireboats which left the Great Lakes for the United States some twenty-three days ago, turned up off Cape Bald, N. B., in the Northumberland Straits, Saturday, having been carried out of her course by the ice. The tug has a crew of 13 men, is commanded by Captain Stevenson,

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and all are safe and well. The craft suffered some slight damage from ice, but is seaworthy and lies about fifty yards from Cape Bald breaker in shallow water, awaiting salvage. An effort was made by the Prince Edward Island Ferry today to reach the tug, but owing to the shallow water was not able to get within less than a hundred yards of her. Captain Stevenson and his crew were able to reach shore and are now awaiting the arrival of a Government steamer to tow the Diligent to Halifax to rejoin the rest of the fleet.

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