

THE CHARLOTTETOWN GUARDIAN

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

FRIDAY, DECEMBER 15, 1939.

The Navy In Action

It is just twenty-five years ago this month that Germany's cruiser warfare was dealt a knockout blow when strategy, carefully planned at the British Admiralty, resulted in the battle of Falkland Islands, the most decisive naval engagement of the First Great War.

Wednesday's naval engagement between British cruisers and the German pocket battleship "Admiral Graf Spee" brings the Falkland Islands battle to mind. The heavily armed enemy raider, in badly shattered condition, had to seek refuge in the neutral port of Montevideo.

The significance of the battle lies in the fact that Germany is believed to have only three ships of this formidable type, which are the pride of the German navy.

Coincident with news of the engagement in the South Atlantic came the terse statement from the Admiralty that a British submarine had torpedoed an unidentified German cruiser and sunk a Nazi U-boat.

Meanwhile, the tightening of the British naval blockade is being felt in Germany, where propaganda will be a poor substitute for essential food supplies during the coming months.

The Allies are concentrating on air as well as naval supremacy, and every month that passes without a major air engagement adds to their chances of victory when the final test comes.

We must be prepared, however, for a long and exhausting struggle. This warning continues to be the keynote of the speeches delivered by Premier Chamberlain and other British statesmen, who know whereof they speak.

Ontario Civic Financing

Interesting to urban taxpayers all over Canada is the statement of the Globe and Mail that in five years the combined municipalities of Ontario have reduced their aggregate debt by \$8,000,000 or more.

Previous to 1937, says our Toronto contemporary, Brantford was paying for most of the unemployment relief costs by the sale of debentures.

As the problem became more acute, the situation was aggravated for the reason that Brantford is an industrial centre which was severely affected by the depression.

Commencing with 1938, however, the City Council decided to adopt a pay-as-you-go policy and the results obtained have amply justified the sacrifices.

In three years Brantford has reduced expenditures by \$189,534, not by concentrating on any one item, but by reductions all along the line.

Comparing 1939 with 1937, there has been a net improvement in the city's current position of \$198,486.

This excellent showing could not have been achieved without the co-operation of competent civic officials, says the Globe and Mail.

"Twelve items of expenditure entirely disappeared and two new items were added because of the war: additional foreign exchange and guards for the pumping station.

Thanks to wise administration, the debenture debt has been reduced in the past two years by \$836,613, and the corporation will begin to enjoy the fruits of this policy in 1940 when the levy for debt charges will be reduced by some \$32,000.

This saving will be cumulative. Taxpayers will reap the benefit."

Information Please

How many Canadians, asks the Ottawa Journal, know what the Foreign Exchange Control Board (which gets an average of 900 letters of inquiry each day) is doing?

How many know what the Wartime Prices Board is doing? (Many business men are under the impression that the Board, of itself, can fix prices).

How many know the number of aircraft this country is now turning out, or is likely to be turning out? What progress—if any—has been made in mechanizing our army?

How many of our troops have been equipped with "battle dress"? Are we building any ships in our shipyards? What, so far have been the achievements of the Canadian navy?

These questions—and scores of others one can think of—remain unanswered. People ask about them, wonder about them, but nobody seems to realize that the answers are vital.

Yet they are vital. A democratic people without knowledge of their war effort, and more important, without pride in their war effort, are a people in danger of making little war effort—of thinking there is only a war to be watched from the bleachers.

As a remedy the Ottawa paper suggests that the head of the Bureau of Information be given more responsibility. He should not be at beck

and call of this minister or that, or of some committee of ministers (people who, no matter how able in their particular spheres, cannot know much about an Information Bureau); and he shouldn't have to run to some other bureaucrat to get authority to buy a lead pencil.

EDITORIAL NOTES

"A stitch in time saves nine," and a gift to Santa Pals this week will save much worry and anxiety.

Once more we would remind Christmas shoppers to have consideration for store clerks, and shop early.

Izaak Walton died this date, 1683. "Of this blest man let this just praise be given, heaven was in him before he was in heaven."

We are indebted to Mr. R. H. Heggan, Jamaica, N. Y., for three useful calendars of the Bank of Manhattan on the staff of which he has been for many years, described as "The Bank of Yesterday, Today and Tomorrow."

One of the finest broadcasts of this Province as an agricultural, fishing and tourist centre was that given by Mr. Arthur L. Phelps from Winnipeg. It will be recalled by many that Mr. Phelps visited here last summer and had pleasant interviews with many leading citizens.

The British Government is not yet prepared to go the whole length in the conscription of trade and commerce. The Federation of British Industries petitioned the Prime Minister to appoint a cabinet minister with supreme control over economic matters, including export trade, but Mr. Chamberlain rejected the proposal without submitting his reasons.

A vice-president of the Bank of Commerce and Industry of France is at present in Canada in the interests of supplies for his country. In an interview he said: "We require canned meats, canned fruit and many other things for the army. We are also greatly in need of wood pulp and cellulose. We cabled Canadian wood pulp interests six weeks ago and learned you are sold out until February. But we have hopes of making contracts with you then."

In respect of the agitation by the City Council for recognitions of our airport for training, it is interesting to learn that the Mayor of Toronto informed his City Council that at least 25 new airports will be constructed shortly in Ontario in connection with the Empire air training scheme. Surely if that Province can get so many this province is entitled to one.

Owing to the continued regrettable indisposition of Rev. Dr. Robert Laird, treasurer of the United Church, Mr. H. A. Baker, who had recently been superannuated after serving 25 years in the treasury department, has been recalled, and appointed interim head of the Treasury during Dr. Laird's absence. Dr. Laird became ill while on his tour here in October.

Bread is not eaten as extensively at present in the United States than in former years. Per capita consumption of flour in 1902 was slightly less than 230 pounds. This has decreased steadily, the latest survey in 1936-37 showing the per capita consumption of flour at 153 pounds. The explanation lies in changed living condition and the greater competition of other types of foods such as fresh fruits and vegetables.

Over 300 items are listed by the Australian Government under the prohibited class as unimportant. The objective of these regulations is: (1) to ensure that foreign exchange sold ostensibly for imports is actually used for that purpose; (2) to ensure that available supplies of foreign exchange are utilised to the best advantage; (3) to prevent unnecessary stocking up of consumer goods and the absorption of foreign currencies by unimportant goods to the detriment of national requirements in vital commodities; (4) to enable priority in shipping space to be given to vital imports should a shortage of shipping space develop on any route."

Here is news for astronomers and would be astronomers. We will be privileged to witness something which neither our children nor our great-grandchildren will see—a grouping of six planets in the western sky next February. Dr. Frank S. Hogg, professor of astronomy at the David Dunlap Observatory, told the Royal Canadian Institute in an address. "It's only every few thousand years that you find as many as six planets in the same region of the skies," he said. "Along with earth, there will appear in the western sky during the latter days of February the planets Mercury, Jupiter, Venus, Saturn, Mars and Uranus."

With the approval of the respective governments the Sixth Imperial Press Conference which was to be held in Ottawa during the week of Aug. 5, next, has been postponed because of the war. The council of the Empire Press Union has notified the Canadian section of the Union of the postponement of the gathering which would have brought 60 delegates from the United Kingdom and the dominions and colonies to Canada with their wives. The last Imperial Press Conference held in Canada was in 1920 and this meeting was one postponed from 1915 because of the Great War. Hon. John Jacob Astor, M. P., of The London Times, president of the union, was to have led the delegates to Canada. The program included a six-week tour of Canada, embracing this province. A committee of Canadian section members was appointed last summer to make arrangements for the 1940 meeting, and had planned to have the visiting newspapermen see every aspect of Canadian life. The arrangement for the conference and tour now have been suspended indefinitely.

NOTES BY THE WAY

The captain of a sailing vessel was questioning a new hand regarding his knowledge of snips and the sea. After repeatedly receiving wrong answers, he asked, in exasperation, "Hang it all man tell me this: where's the mizen mast?" "I don't know," replied the aspiring seaman. "How long has it been mizen?" — Tit-Bits, London.

When we remember that in the last war Germany had Turkey on her side, had beaten Russia to her knees by 1915, had all of Rumania, held Czechoslovakia as she does now, had an infinitely superior navy, was fighting on French soil in the West, not on her own, and had not entered the war after years of semi-starvation as is now the case, the picture is far from dark for the Allies. — New York Post.

Jim Doyle perhaps is the only sports writer who ever killed the chances of a candidate for the Vice-Presidency of the United States. At the last Republican convention held in Cleveland, he wrote: "If Bridges is nominated, the Democrats will be chided to go to town to the tune of 'Land of Bridges Falling Down!'" That finished Bridges. — Walter Winchell in St. Louis Post-Despatch.

A dog on which no tax has been paid is not property and, therefore, cannot be stolen, ruled Recorder Granberry Tucker of Hertford, North Carolina. And the defendant was freed. But up spoke Prosecutor Charles Johnson. This dog was wearing a collar—he took that! And the man acquitted of the theft of a dog was found guilty of stealing its collar. "Twenty-five dollars and costs," said Judge Tucker. — Arthur R. Childs in Coronet, Chicago.

Dr. Henry Reider of the Vertebrate Paleontology Department of the University of Nebraska has built what is probably the oldest musical instrument in the world—a xylophone made from million-year-old ribs of prehistoric rhinoceroses. The scientist selected enough ribs to give himself all octaves with sharps and flats and mounted them on a suitable stand. Like the voice from the long dead past, the ribs give out a strange musical quality when played upon. — John Hix in The Etude, Philadelphia.

Right here where hard wheat is grown and flour is manufactured, the Alberta Government has issued an edict that the price of bread to the consumer is to be "upper" a cent a loaf. That makes the price 10 cents a loaf to Lethbridge housewives. Out in Vancouver, where the baker must pay the freight on the wheat or flour, the price dropped recently to six cents a loaf—a cut of two cents. Just why bread should sell at six cents in Vancouver and 10 cents in Alberta is one of those mysteries that only Mr. Aberhart can explain. — Lethbridge Herald.

Red-haired, blue-eyed six-month-old Jean Gaunt has been nominated for physical bodily immortality by the Royal Fraternity of Master Metaphysicians at Oakdale, I. I. Already the baby is brought by her nurse into classes in metaphysics in order to get the atmosphere, and thoughts of eternal life and the constructive enjoyment of living will be imparted to her as soon as her infant brain can receive them. And no thought of defeat, cessation or death will be permitted to approach her. Heir of all the ages is little Jean, and her pretty blue eyes are — to watch the great world spin forever down the ringing grooves of change. — New York World-Telegram.

On last September 3 no German fighting ship was at sea so far as was known. Now there are at least three plus one or more and a merchantman. This means either that the Germans have been much more successful in dodging the home fleet than they were twenty-five years ago or that they are much readier than they were then to sacrifice their war vessels in order to carry on their naval units. On the other hand, the raiders have been much less efficient as destroyers than were their World War counterparts. The Deutschland and Scheer are superior in armament and cruising range of the best boats Germany had in 1914, but they have done nothing that compares with the record of the Emden and Karlsruhe, which between them sank thirty ships in three months. As the British Admiralty remarks, they seem more intent on "cruising" than on raiding. Nevertheless, there they are—a menace to Allied Commerce as long as they are free. — Philadelphia Bulletin.

The flight from Germany of Fritz Thyssen is both symbol and portent. Once he acted to save his country from revolution, a hero of the Ruhr steel and iron trust and one of the great industrialists of the Rhineland, he feared the rise of Bolshevism when the depression following 1929 produced widespread unemployment and outbreaks of disorder. So he supported the counter-movement called National Socialism and helped Adolf Hitler to rise to power under the new leadership principle, applied to the economic as well as the political organization of the Third Reich, he became "leader of heavy industry."

But he soon became a leader under order. Step by step, Herr Thyssen and his fellow industrialists saw all but nominal control of the business taken away from them. Their misgivings sharpened into alarm as they watched the confiscation of political power extended to every other department of life. Now Herr Thyssen flees to Switzerland to escape the revolution. It is ironic enough that the regime he backed as a barrier against communism has joined hands with

THE SAME MR. HENRY?

Judith Robinson in the Globe and Mail

"R.A.C. Henry, a former Deputy Minister of Railways and Canals is now functioning as the liaison officer between Canada's War Supply Board and Hon. C.D. Howe, Minister of Transport. Mr. Henry, it is understood, will work closely with the Director of Information in seeing that the public is told more about what the Board is doing." News despatch from Ottawa.

It wouldn't be the R.A.C. Henry, who was Deputy Minister of Railways and Canals for eleven months back in 1929 and '30? No, it wouldn't be. It must be another!

Of the R.A.C. Henry who was appointed Deputy Minister of Railways and Canals on the recommendation of Prime Minister King ten years ago last February a parliamentary committee of inquiry had this to say in 1931:

"Mr. Henry's connection with Senator McDougald, and their success in despoiling the company of a large sum of money or money's worth for something that on the evidence was entirely worthless, does not commend him to your committee as a fit and proper person to continue in the management of this great public utility."

You see, it couldn't be the same R.A.C. Henry! A man who was publicly and unanimously denounced as a despoiler by a committee of Parliament in 1931 would not be appointed to a position of trust under Government in 1939. Certainly not. There's a war on.

On this other R.A.C. Henry the Committee of Inquiry reported: "During all the time Mr. Henry was Deputy Minister of Railways and Canals, he had a very substantial interest in the Beauharnois Power Syndicate . . . an interest out of which he made quite substantial profits . . . and was deeply interested in securing the approval of the plans of the Beauharnois project and your committee is asked to believe that he took no active interest in securing the approval of the Governor-General . . . His position, however, was, to say the least, quite anomalous."

Quite. For this other Mr. Henry had "approved" in his official capacity as Deputy, a project on which he made a "substantial profit," more than half a million dollars, in fact, having invested nothing. The circumstance put Prime Minister King, who had recommended the appointment, in quite an anomalous position, too, if you remember. Clearly, this couldn't be the same Mr. R.A. C. Henry!

And a good thing it couldn't be. This other R.A.C. Henry was associated with people too clever by half for an innocent trusting politician like the Prime Minister of Canada. It is doubtful whether even Hon. Clarence Decatur Howe, Minister of Transport, could have kept his friends tagged, judging by the report of the Special Parliamentary Committee appointed to inquire into the Beauharnois Power scandal nine years ago. A very instructive report, too, even though it has nothing to do with Mr. Howe's and the War Supply Board's new liaison officer.

It seems from the report that this other R.A.C. Henry was employed as an engineer in the Department of Railways and Canals from 1912 to 1929. In 1924 he got a new Government job as economist to the Canadian National Railways, and the same year branched into partnership with Senator Wilfrid Laurier and a company was called the Sterling Industrial Corporation. Five shares were issued, and Senator McDougald paid the cost of incorporation. On that same day the new company applied to the Department of Railways and Canals, the Department Mr. Henry had served so long and faithfully, for a franchise to develop power near Soulanges in the St. Lawrence. Attached to its application were plans which, if you can believe a Parliamentary committee report, were traced from signals in the possession of the Department of Railways and Canals.

Two days later a similar application with a twin set of traced plans went to the Department of Works. That was the day that four years rolled by, while this other R.A.C. Henry went on being an economist to the Canadian National, and Senator Wilfrid Laurier and Senator McDougald agreed to let the Beauharnois Power Syndicate buy out their Sterling Corporation interests for a consideration of a million dollars in cash and Beauharnois shares, in the payment of the old report has it, "when P.C. 422 was passed."

In February, 1929, Mr. Henry left the C.N.R. to become Deputy Minister of Railways and Canals on Mr. King's recommendation. In March, 1929, Order-in-Council P. C. 422 was passed. It invested the Beauharnois Power Syndicate with rights to the full rights of the St. Lawrence for power development, rights which a year later, with the power still undeveloped, were worth

to \$alls for a bot £ 3 : 3 : 0
to corded 6 : 5 : 0
12 lbs pitch 4 : 0 : 0
8 lbs cotton 0 12 : 0

Schurman, it would seem had a schooner almost from the start of the Beque's career. In November, 1914 he made the charge "going to town in scuner 7 days, 11 shillings" and later in the same year (December) he changed David Fenwick to Fenwick Fenwick (going to town in the Schooner. This first Beque merchant was evidently in ship-partnership with Dennis Flynn. An early account which is apparently Flynn's is dated May 6, 1878 and is titled "In partnership"

Wor done at scuner
5 days at fore £ 1 : 0 : 0
to 180 feet boards 0 10 : 0
half barrel pitch 1 0 : 0
to make two oares 0 8 : 0
50 naels 1 0 : 0

Schurman's schooners though, have very little mention in this day book. His first vessel of which official records exist was the "Mary" (a 23 1/2 ton schooner, named for his eldest daughter) on which he paid the Beque's fee of five shillings in August, 1878. The vessel was lost in 1879 with all hands on board, including Benjamin, eldest of Schurman's second family. One can but wish for a single entry regarding this great personal and commercial loss of Schurman's, but nothing mars the year's entries of rum and tobacco and salt. And not an entry in his day book the first year of the century mentions the new 80 ton Schooner "Lovely" nor two years later his Beque-built brigantine "William" of 167 tons, though undoubtedly these were used in the Beque-Bay and a drink-loving seaman without funds, for "Phillips the Sailor" is charged with a gallon of rum, which still remains clearly in the Beque's account. William S. Schurman is credited with making the first road between Beque and Charlottetown. In 1813 he was the first to take the "horse to go to Town" in ten shillings (\$2.00). An earlier item, in the year 1800 approximately, reads thus: "Credit by Darbe m. m. 0 : 8 : 0"

This is apparently hire of Schurman's cart for some trucking among his neighbors. A careful man, Schurman has an item in November 1807 reading: "Charge against stray hogs. 110 bushels potatoes 4 : 15 : 0
damage 0 : 12 : 0"

In contrast to the present country there very little in the line of medicine was stocked. Sulphur, which would be packed under this heading, sold at two shillings a pound in 1795. The one other medicinal entry was dated the same year: "John Murre dr. 0 : 2 : 0
to salts to doses 0 : 4 : 0
(To be Concluded)

ADOPTS BEARS
DANBY England—Viscount Downe is "doing his bit" to help out the London zoo by "adopting" for duration of the war the two bears presented to the zoo in 1934. Their feed bill was a heavy drain on the zoo.

The Soviet Government, but something deeper than irony lies in the inevitability of the process which has overtaken him. — The New York Times.

Shop - Keeping In Pioneer Days
THE STORY OF BEQUE'S FIRST STORE
By E. S. D.
From the Day - Book of William Schurman, merchant, and his wife, the "St. John," begun 1784

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Bonnell Sees Faith Life's Foundation

COMMERCIAL RESTS ON IT JUST AS RELIGION DOES, HE ASSERTS

(New York Times) Business, industry, international trade and commerce rest on faith as religion rests on faith, Dr. John Sutherland Bonnell, pastor of the Fifth Avenue Presbyterian Church at Forty-fifth Street, said yesterday morning in his sermon entitled "Faith in a Better Tomorrow."

"Faith is a key word in the teaching of Jesus," declared Dr. Bonnell. "It was often on his lips. He commended faith wherever he found it. But faith, as Jesus taught it, is much more than intellectual assent to religious dogma. It is a conviction that dominates and motivates the whole of existence. Faith is not credulity, wishful thinking or rationalism. It is creative, active, dynamic. It manifests its presence in the character and will of its possessor."

"Faith is not confined to religion. It is a principle that underlies all human life. Without faith there could be no business and industry, international trade or commerce. We must believe in each other if we are to do business together."

"Faith is indispensable to science. The greatest discoveries of science were not achieved by reason and experiment alone, but through intuition, imagination and a faith that leaped into the unknown and laid hold of a reality that could be later verified and described."

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