

THE CHARLOTTETOWN GUARDIAN

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

TUESDAY, OCTOBER 15, 1940.

Mr. King's Indiscretion

Mr. Hon. W. L. Mackenzie King will go down in history as probably the most unscrupulously passing-offering Prime Minister who ever held office in the Dominion. His record is one continuous blizzard of contradictions all with one object in view, the aggrandisement of William Lyon Mackenzie King. Truth and righteousness are as nothing compared with his "getting away with it" in whatever particular enterprise he has indulged. His latest blazing indiscretion is in connection with his recantation on the British Air Training Scheme—he recanted but did not want to be known to know that he had done so. Mr. King's political subtlety he resorted to in this case. He could not hold for long the attention of Britishers were to be in Canada for training, and he attempted, unfortunately, to do so successfully, to get the Press to believe that there was no actual cancellation of the scheme. He gathered the newspaper editors in Ottawa, including the Canadian Press representatives, and told them he would give them some important information providing they would agree not to publish it. The editors, evidently without authority from their respective editors, agreed to do so, and then he told them, by deputy of course, of his recantation of the British Air Training Scheme of 1938. When the British representative, Captain B. H. Brown, arrived, the correspondents inquired of him whether the information was secret, and he diplomatically advised them "to respect the confidence which had been placed in them." He did not admit, as Mr. King claimed, that it was the wish of the British Government that secrecy should be maintained, but only that as Mr. King had told them of his recantation under pledge of not publishing the fact, they should "respect the confidence"—not the secret. Smarting under the undue advantage of their good faith, the correspondents could not be blamed for kicking, and thus it was that information regarding the trick reached the Leader of the Opposition. It would be well in future, for the freedom and independence of the Press, were the Ottawa correspondents to be more guarded in making promises, and never, without first consulting their Editors, in whom to so large an extent, reposes the freedom or otherwise of the Press.

Prime Minister Gives Way

As a result of public pressure, the Prime Minister announces that Parliament will have an opportunity next month of discussing public questions after all. It was at first the Prime Minister's intention merely to summon the two Houses pursuant to adjournment and then prorogue Parliament till the new session in January. This proposal met with almost unanimous newspaper opposition from the Pacific to the Atlantic, such journals as the Vancouver Province, Toronto Globe & Mail, Montreal Gazette, and Halifax Chronicle joining in protesting against such an outrage at this critical period not only in the Dominion's but in the world's history. The consequence is that the Prime Minister has once more recanted, and now proposes that Parliament meet as arranged, but immediately prorogue, and be summoned within a few days for a new session, which will carry with it the full parliamentary indemnity, and may be continued until such time as public business has been satisfactorily discussed and disposed of. This will meet with general approval, though the natural way would have been to meet as arranged, transact the nation's business, and then prorogue with the new session meeting early next year.

The 1940 Canada Year Book

The 1940 edition of the Canadian Year Book has just been published at Ottawa. This is one of the most informative publications issued by the Federal government, being the official statistical annual of the country and containing a thoroughly up-to-date account of the natural resources of Canada and their development, the history of the country, its institutions, its demography, the different branches of production, trade, transportation, finance, education, etc.—in brief, a comprehensive study within the limits of a single volume of the social and economic condition of the Dominion. This new edition, running to over 1,200 pages, has been thoroughly revised throughout and includes in all its chapters the latest information available up to date of going to press. A statistical summary of the progress of Canada is included in the introductory matter. This gives a picture in figures of the remarkable progress which the country has made since the first census of the Dominion was taken in 1871. In announcing the issuance of the new Year Book the Dominion Bureau of Statistics states that persons requiring same may obtain it from the King's Printer, Ottawa, at the price of \$1.50, which covers merely the cost of paper, printing and binding. By a special concession, a limited number of paper-bound copies have been set aside for ministers of religion, bona fide students and school teachers, who may obtain copies at the nominal price of fifty cents each.

Red Cross Generosity

Writing in Canada's Weekly (London) Mr. B. E. Astbury of the Charity Organization Society, pays the following fine tribute to the work of the Canadian Red Cross: "Before the intensive air raids on London began the Canadian Red Cross gave us 5,000 blankets, which happily were distributed to our offices in the boroughs throughout London. This enabled them to meet the first shock. On Monday our offices were besieged with demands for food and blankets. The Canadian Red Cross sent to us within two hours 5,000 more blankets, several tons of soup, tomatoes, biscuits and milk, and more than 50,000 new garments. My colleagues in the London districts have worked like dock laborers getting these foods to the various food and rest centres organized by the London County Council. Today (Sept. 13) further consignments of towels, dressing gowns, and food have reached us from the same source, and are being sent out to the centres. "I am anxious that the whole country shall know how great has been the help given by the Canadian Red Cross. It is only right that tribute should be paid to Colonel Nasmith, Major Scott and Captain Kennedy, who, as representatives of the Canadian Red Cross in this country, have done their utmost to alleviate the sufferings of the people of London, bombed out of their homes. "I am anxious that the whole country shall know how great has been the help given by the Canadian Red Cross. It is only right that tribute should be paid to Colonel Nasmith, Major Scott and Captain Kennedy, who, as representatives of the Canadian Red Cross in this country, have done their utmost to alleviate the sufferings of the people of London, bombed out of their homes."

EDITORIAL NOTES

What is the use of armed guards and other protections from dangers from without, if those within the garrison themselves provide the means of destruction?

The two Princesses will be endeared more than ever as the result of their Thanksgiving message to the children of the Empire—nothing more touching and heartfelt has ever been heard over the radio.

The grocery business is holding up well and the outlook for the fall and winter trade is good, says "the Canadian Grocer". There is more money in circulation and this is having effect upon the retail trade although many jobbers and large retail distributors continue to adopt a more or less hand-to-mouth basis in buying.

"L.E.L." (Letitia Elizabeth Landon) English poet and novelist, died this date, 1838. The gentle melancholy and romantic sentiment her writings embodied suited the taste of the period. She displays richness of fancy and aptness of language, but her work suffered from hasty production. Her first collection of poems appeared in 1820 entitled "The Fate of Adeline", while her most successful novel, "Ethel Churchill" was published in 1837, the year before her death: "Few, save the poor, feel for the poor."

Here is the Londoner's attitude: "We have to realize that here in London everyone is in the firing-line. Whether in uniform or not, we are soldiers, and it is upon our sense of discipline that the battle will turn. Everyone, night and day, lives in an atmosphere of risk, and we must grow accustomed to it, at least to the extent of making it a point of pride to carry on, each of us his several duties, up to the moment of direct peril. Otherwise Germany will have no need to defeat us; we shall defeat ourselves." It is magnificent and, (to reverse a famous phrase), it is war.

The general trend of hardware sales is very encouraging, according to "Hardware and Metal", Toronto. Public buying capacity, in both city and rural districts, has improved considerably this year. Many wage earners are today receiving a steadier income than they have in a decade. Farmers have harvested a heavy crop in eastern Canada, and their financial position is better as result. Buying in retail hardware stores since the fall season opened has been increasing, and the trade is looking forward to a substantial volume of sales in coming weeks. Wholesalers report their shipments of fall goods to retailers have been in excellent quantity, indicating a move on the part of dealers to prepare for a brisk fall selling season.

Orders for German goods which Hitler was accepting last summer from South American countries, and on which he guaranteed full delivery in the belief that he could smash the British blockade, totalled \$500,000,000 and were accompanied by cash bonds to back the guarantee, according to an article in The American Magazine by William LaVarre, who has spent five years investigating Germany's plans for economic conquest in Latin America. Mr. LaVarre reports that currently Hitler is worrying more about losing South American confidence than about losing his bonds, and his agents in the United States, at great cost to Germany, are busy buying from American factories duplicates of the merchandise he promised to deliver. This will mean a heavy financial loss to Germany. Mr. LaVarre states, but will save German prestige in South America.

"Production in Scottish heavy industries, especially in shipping tonnage and armaments, has been enormously accelerated in the last few months to meet war demands," reports Mr. G. B. Johnson, Canadian Trade Commissioner at Glasgow, to the Department of Trade and Commerce. "The increased output in this and other vital industries has been made possible by the patriotic spirit animating the workers," says Mr. Johnson. They have sacrificed holidays and, for the time being, certain customs of their crafts established over many years, in order to obtain maximum output. For instance, "agreement has been reached in the shipbuilding and ship-repairing industries for the division of labour, and for the exchange of labour between different classes of craftsmen. In this country, where trade unions are so strong and hard-won privileges so jealously guarded, such concessions illustrate the attitude of the ordinary working man towards the war."

NOTES BY THE WAY

"Nowadays everybody seems to say 'definitely' when they mean 'yes'," commented Mr. Justice Humphreys in the High Court when a witness constantly replied "definitely" to questions by his counsel. "It's BBC English, my counsel ventured. — London Times.

It is nothing to give pension and cottage to the widow who has lost her son; it is nothing to give food and medical aid to the workman who has broken his arm, or to the despoiled woman wasting in sickness. But it is something to use your time and strength to war with the waywardness and thoughtlessness of man in your service till you have made him an unerring one, and to direct your fellow-merchants to the opportunity which his judgment would have lost. — John Ruskin.

So rapidly is Canada's navy growing that a demand has arisen to revive the hated term "tin pot navy" and retain it as a badge of honor. As Great Britain held the honor of Kaiser's signing reference to the "Contemptibles" the navy is much larger than at the start of the war, and becomes still larger with the acquisition of six former U.S. destroyers. These new ships almost double Canada's destroyer strength. Not only in size but in performance has the Canadian navy proven the "tin pot" tag is ironic. Destroyers on service can have the same speed, maneuverability, and the navy generally has been of great value in patrol and convoy operations.—Halifax Chronicle.

A reader in Northern Ireland sends me the following Irish story: "The other day I received a picture postcard from my friend, Mr. Egan. It was from a most interesting-looking friend of mine who was on holiday in Donegal. The correspondence side of the postcard read: 'I have been taking a cruise on the Killybegs harbor when the local Garda (Irishman) came along, took out the flag and tore it up. When my friend protested, the Garda said the photo to make it way into the harbor.' I turned the card over to see what was on the other side. It was a picture of Killybegs harbor."—London New Statesman.

It is only 2,000 miles from Dakar to the outer bases which this country has just acquired in the West Indies, or slightly less than the distance (also regularly flown) between the military bases in the Pacific from San Francisco to Honolulu. As a starting and supporting point for a totalitarian attack on South America, the Caribbean area or the United States, it is a valuable asset. The importance of this area to the United States, and the United States, is being fortified and supported by a strong sea power, its value as a means for breaking up any such attack would be greatly greater. Gen. de Gaulle and the British have abandoned their operations against the place. Its great potential importance to both Great Britain and the United States remains. — New York Herald Tribune.

It may be that our own defence needs are the sufficient justification for the impending embargo on the shipment of steel from the regions outside this hemisphere save Great Britain. But the important and overwhelming result of this policy is to cut off Japan from her present and future source of iron, and to deprive her of the material she most needs for the prosecution of her war for the domination of the Western Pacific. That such an attempt to put the brakes on the progress of a people who will be accepted with equanimity we cannot hope. Thus we find ourselves more deeply involved than ever before in the complicated net of world politics. We are aware of this, but we are not aware of the details of which are said to grasp. All of us can see that as we become involved, the dangers of our position become greater and more imminent. It is our duty to deny that the embargo which we are about to impose grows naturally out of the previous situation. Few of us would deny that it seems, at the moment, the most logical step to take. — Baltimore Sun.

American war correspondents in London file an interesting report of the doing of Mr. Churchill: "He played a game of hide-and-seek with the streets to watch the nightly German attacks and the defense put up by the anti-aircraft barrage." It is not surprising to hear that this conduct of the Prime Minister is a great anxiety to everybody over there. It is good common sense to insist that Mr. Churchill's life if it is only one man's is altogether too correct, that education regarding the duties and responsibilities of citizenship should be made a strong feature in our schools and colleges, from the first year to the last, just as was the case years ago in the Danish Nation—a single generation of patriotic citizenry would bring about many changes for the better in our methods of government. The number of public spirited citizens today is too small to exert any worthwhile influence and, discouraged and disheartened, they join with the apathetic in refusing rather than neglecting to vote. It is the good of casting one's vote that they say, the whole system of elections and government is under the control of huge money making political machines, fighting one another for position and using us electors as pawns in the contest." Some go further and lay the whole blame for the trouble upon the shoulders of the elected representatives, whom they delight in terming "politicians" and they forget that it is they, the

Aerodrome Construction

Commonwealth Air Training Plan By J. A. WILSON, M.E.I.C. Controller of Civil Aviation

SELECTION OF SITES FOR NEW AERODROMES

As shown in the preceding paragraph, existing airports could take care of about one-half of the original programme. New sites must, therefore, be found for the remainder. Time pressed, October was already half gone and the advent of snow would increase the difficulty of making reliable surveys. Field parties were, therefore, organized as quickly as possible in the three Prairie Provinces, Southern Ontario and Quebec, and the Maritime Provinces, to find all the new sites required before the Winter set in. These parties consisted of an Airway Inspector, an Airway Engineer, both experienced in the location and construction of aerodromes, and an R.C.A.F. Officer.

The selection of aerodrome sites even in the Prairie Provinces and in good agricultural land is not an easy task. Good drainage is the first essential. All approaches to the aerodrome must be clear of obstructions. The ordinary amenities of civilization are very necessary near these schools. They must, therefore, be easy of access by road or rail, and be near a large population. Ample water supply, proximity to a reliable power supply and to good road building material are also essentials.

The Air Force organization for the training plan provides for four separate Training Commands, two in Western Canada and two in Eastern Canada. It was desirable that the training programme should be divided between these four Commands as equally as circumstances permitted. On other grounds it was desirable that the activities of the training plan should be as widespread as the physical character and climate of the Dominion permitted. The Prairie Provinces the climate and the terrain are particularly suitable for a plan of this kind. Western Canada could have accommodated the whole programme, if this had been necessary. The uncertainty of winter supply and difficulty of growing good turf were handicaps as well as its distance from the main centres of population. The endeavour has been to divide the parts of the country, the benefits arising from the large expenditures involved in building aerodromes for the training plan. Every effort has been made to select the location of the new aerodromes, to ensure that they will be of some use in the post war period and will serve the general needs of our growing civil air transport system (Map. Fig. 3, Location of Flying Training Schools).

The plan of operation of the survey parties was to study in the office the topographical maps available of each district and mark on them the locations where a level of approximately one square mile could be obtained. A reconnaissance was then made from air of such areas, nothing particularly approaches to the site, and indications of drainage so as to avoid swampy and low lying areas. After this reconnaissance an examination on foot was made of the preliminary investigation reports of the areas. (A sample of the form is attached showing the information required). These survey reports were forwarded to Ottawa by air mail for discussion with the Air Training Command. The most favourable were then approved for detailed ground surveys. A reconnaissance survey reports were filed of over 200 and topographical surveys were made of 150 sites. It is safe to say we know the location of practically every suitable aerodrome site in the districts covered.

It was essential, if real progress was to be made during the summer construction season of 1940, that detailed engineering surveys of the sites required during 1940 and 1941 should be available in the Ottawa offices by the end of 1939. This would enable the construction plans and specifications to be drawn up for the work during the winter months so as to permit of the start of the work early in the Spring so that work might start just as soon as the frost was out of the ground. If this could be done, the full working season of 1940 would be taken advantage of. All sites required during that year and two-thirds of 1941 must be completed in the Fall of 1940 as winter conditions do not permit of aerodrome construction in this country. (To Be Continued)

The Poets' Corner

THE SILENT LAND Waking one morning In a pleasant land, By a river flowing, Over golden sand:— Whence flow ye waters, O'er your golden sand? We come flowing From the Silent Land. Whither flow ye waters, O'er your golden sand? We go wandering From the Silent Land. And what is this fair realm? Of the golden sand In the great darkness Of the Silent Land. —James Thompson.

This is a situation which demands action by the authorities. They should awaken to this drainage of manpower out of the country and put a stop to it. The United States, with a new conscription law on its statute books, has already done so. Canada should immediately pass a regulation forbidding the emigration of all men liable for military service. Those who are so bound to their national duty as to seek safety in flight should be shown no consideration. — Windsor Star.

PUBLIC FORUM

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not accept responsibility for the opinions of correspondents.

NORTHUMBERLAND FERRIES

Sir:—I think perhaps a word of explanation would not be out of place in connection with the reported remarks of Mr. P. W. Turner, at Friday evening's meeting regarding the rates to be charged on the Wood Island Ferry, which rates some people think had something to do with the decision that the S.S. Hochelaga should be used instead of the Prince Nova. The mileage from Wood Islands to Caribou is about half as much again as the mileage between Bord-en-Tormentine. The existing rates on autos between Bord-en-Tormentine is the result of years of effort on the part of our Boards of Trade and kindred organizations supported by our local government, and Federal representatives, and we were told to believe the rate we should expect. Namely—\$3.00 per round trip for any standard automobile, but when it comes to trucks the rates are entirely different, and my impression is that even a small Ford Truck which does not cost more than a standard auto must pay about four times that rate, and also pay freight on any load carried, which rates for the larger trucks including load for a round trip may run to upwards of fifty dollars.

Now, compare this with the action of the Northumberland Ferries Ltd., Wood Island-Caribou service, which as already stated is fifty percent longer than the Bord-en-Tormentine route, and where the company in order to protect P. E. Island's interests, and without request from any public body, set the rates for autos and passengers at a standard rate of \$3.00 for the round trip, and would be permitted to carry a full load each way without extra charge. In other words—the Company made it possible to move without freight the products of the Maritimes to and from Prince Edward Island, absolutely free of charge, other than for the space occupied by the truck, which was in each case based on the space occupied by a standard auto. In other words, a truck fully loaded, and half as long again as a standard auto would pay for a return trip \$4.50. Just think what it would mean to our people to have a boat making three or four trips per day under these conditions.

Another proposition made by the Northumberland Ferries Ltd., was that they would be willing to cooperate with the Bord-en-Tormentine service permitting cars to be ferried by one route and return by the other at the regular round trip rates of \$3.00 per car. Just think what it would have meant to Prince Edward Island if they had done this. They were ferried some days during the tourist season across the Straits of Cansu, could have had this route available to get to P. E. Island, entering by one route and out by the other if they desired. Such a plan would have permitted Mr. Rogers of the Travel Bureau to publish figures that would show real results for his arduous efforts. And at this season I am convinced the ferry would be carrying capacity loads of trucks filled with the products of our farms, good to supply the consuming centres of the Maritimes, and returning loaded with the products of Nova Scotia and New Brunswick. Mines and industrial plants, all of which would result in our benefit.

What are we going to do about it? I am, Sir, etc.

INTERESTED

COMPULSORY VOTING

Sir:—In your editorial under the above caption, in last Thursday's Guardian, you thrust your scalpel knife into the core of a sore in the democratic body which, if not actually patrid, at least shows signs of disease that may even be of cancerous growth. Compulsory voting is the very negation of the individual liberty, regarding which we of this British race make so strong a boast, but as a punishment for neglect and as a disciplinary agent, it apparently has its merits. As you say, Australia has given it a fair trial and they apparently have no thought of discarding it.

But why is compulsory voting necessary? You attribute to apathy, indifference regarding the progress and welfare of the state, the large percentage of electors who absent themselves from the polls on most occasions when called upon to exercise their franchise. If you are correct, then education regarding the duties and responsibilities of citizenship should be made a strong feature in our schools and colleges, from the first year to the last, just as was the case years ago in the Danish Nation—a single generation of patriotic citizenry would bring about many changes for the better in our methods of government. The number of public spirited citizens today is too small to exert any worthwhile influence and, discouraged and disheartened, they join with the apathetic in refusing rather than neglecting to vote. It is the good of casting one's vote that they say, the whole system of elections and government is under the control of huge money making political machines, fighting one another for position and using us electors as pawns in the contest." Some go further and lay the whole blame for the trouble upon the shoulders of the elected representatives, whom they delight in terming "politicians" and they forget that it is they, the

EXAMINATION

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The BANK of NOVA SCOTIA EST. 1832—OVER A CENTURY OF BANKING EXPERIENCE BRANCHES IN PRINCE EDWARD ISLAND Charlottetown Montague Summerside Albany O'Leary Kensington Miramichi Victoria people, who select, nominate and elect these so-called politicians and honest government. The people themselves, the electors, to whom good government is of the utmost importance, are entirely to blame for this blood sucking institution, for it is they who make, shape and control the machines. The elected representatives simply do as they are bid. Is there in the whole of this great Dominion, or in any one of its Provinces, a leader strong enough to grapple with this great enemy of Democracy? I am, Sir, etc. H.K.S. HEMMING REPORT FREIGHTER SUNK NEW YORK, Oct. 13. — (AP) — Shipping circles reported today that the Norwegian freighter Kora, 1,706 tons and Keret, 1,718 tons, have been sunk by "enemy action". There were no details of the sinking.

Where Accidents Happen Six out of ten traffic killings happen in rural traffic. Six out of ten traffic accidents happen in cities, towns and villages. Most urban accidents happen at street inter-sections and hills. 6% of accidents and 8% of killings happen at curves. But 21% of accidents and 35% of all killings happen ON THE STRAIGHT ROAD. Three out of every four drivers who get into accidents, either kill or hurt someone. HYNDMAN & CO. LIMITED The Oldest Insurance Agency in Prince Edward Island. Offices: Charlottetown — Summerside — Montague

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